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INDUSTRIAL DATA

on

SOUTH CAROLINA

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STATE DEVELOPMENT BOARD
COLUMBIA, SOUTH CAROLINA

INDUSTRIAL DATA

ON

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BY

STATE DEVELOPMENT BOARD
STATE OF SOUTH CAROLINA

Columbia, S. C.

[1964]

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Exhibit "A" - Highway Map

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PARAMOUNT FACTORS

It is our sincere judgment that the most important factor to be considered in determining the location of an industry is the philosophy and attitude of the state government. For industry to succeed and be happy the government under which it operates must be sound in the broadest sense; it must not hinder or obstruct; it must be understanding and cooperative.

Government stems from people. Hence, no effort should be spared to determine and evaluate the background and attitude of the people of a state under consideration. The selection of a community as a location is important but secondary to the selection of a state.

The people of South Carolina are 99.6% native-born, and many can trace their lineage to ancestors who were here before the Revolutionary War; they think and speak the English language; they cooperate with management; they are efficient and productive; they are faithful and not prone to absenteeism; they will render a day's work for a day's pay. Because of lower living costs and conditions the employees of South Carolina industry experience a much higher standard of living at the same wage rate than similar labor in other sections of the country; this fact promotes contentment, efficiency and cooperativeness.

South Carolina has a government that is basically sound as well as friendly toward industry. In order to promote the general welfare of the people and bring about a more diversified economy with a resulting higher living standard the Legislature created the South Carolina State Development Board to serve as an instrument of state government to coordinate and integrate all its departments with the view of assisting industry already within our borders as well as to be of aid to good industry that is interested in coming into the State. To this end much has been accomplished and all of our departments are earnestly cooperating with the Board and with industry to the fullest. Our government, our communities and our people want industry to the point of sincere appreciation and to the point of seeing that it is prosperous and happy. No state and no people can offer more.

OTHER IMPORTANT FACTORS

The following savings can be effected by locating a plant in South Carolina over any other section of the country outside of the South: taxes 10%, labor 10%, fuel and heating 15%, power 30%, cheaper and in many instances free plant sites, cheaper construction costs, cheaper water, no housing costs since people live on farms near industrial sites. The above percentages are actual figures from competent engineers known throughout the nation, and it is felt that these are on the conservative side.

South Carolina is centrally located with respect to the Southeast, an area where markets are growing faster than in any other section of the country. As a result of its growing markets, the Southeast is developing industrially perhaps faster than any other section of the United States, and without doubt this development will continue for many years.

STATISTICAL DATA ON LOCALITIES AND SITES

The State Development Board has compiled numerous data on counties, cities and sites. These data fall into the following general categories:

1. City Data Sheets:

Available on all cities in the State of 1,000 or more and on certain ones under that size. Items covered include population, schools, hotels, hospitals, finance, transportation, utilities and labor supply.

2. County Data Sheets:

Available on all 46 counties in South Carolina, with a summary sheet for the State. Items covered include population, agriculture, education, manufacturing, forest resources, climate, et cetera.

3. Site Brochures:

Available on numerous industrial sites located throughout the State. Material contained in the site brochures are detailed below:

A. Site Data Sheet: Items covered include location, water supply, transportation, utilities, labor supply, et cetera.

B. Site Aerial Photograph: Reproduced from Department of Agriculture AAA aerial photographs to scale.

C. County Map: Section of county map showing general location of site with reference to population centers, et cetera.

D. Topographical Map: Section of U. S. Geological Survey topographical map covering site. Not available in all instances.

E. Appropriate City and County Data Sheets.

The above and any additional statistical data on South Carolina, or on any localities in the State will be supplied on request.

Appropriate statistical data follow.

(City Data Sheets are available on all cities in S. C. with a population of 1,000 or more.)

| | | | | | |
|---|-----------------------|------------------|---------------|--|--|
| <u>GENERAL INFORMATION</u> | | | | <u>CHURCHES</u> | |
| Location: In northern section of the State in of which it is the County Seat. | | County | | Number 28 | |
| Elevation: 800 feet above mean sea level. | | | | Baptist, Episcopal, Methodist, Presbyterian, Catholic, Church of God, and others. | |
| Type City Government: Mayor-Council. | | | | <u>RECREATIONAL FACILITIES</u> | |
| <u>POPULATION</u> | | <u>City</u> | <u>County</u> | Theatres: 4 | |
| 1950 | | 8,123 | 34,992 | Parks: 3 City Parks and 2 Playgrounds. | |
| 1960 | | 10,435 | 35,205 | Other: Two swimming pools, 15 miles to King's Mountain State Park. | |
| Percent Growth, 1950-1960 | | 23.5 | 0.6 | | |
| Percent Male, 1960 | | 45.9 | 48.8 | | |
| Population, 15 mile radius | | 73,012 | | | |
| Population, 30 mile radius | | 407,043 | | | |
| <u>SCHOOLS</u> | | | | <u>HOTELS</u> | |
| Enrollment: | City: | Grade | 2,515 | Carrol Hotel, LaDel Motel and Shamrock Motel. | |
| | | High | 2,780 | Number of Rooms 85 | |
| | County: | Grade | 5,365 | | |
| | | High | 4,701 | | |
| <u>HOSPITALS</u> | | | | <u>FUEL AND UTILITIES</u> | |
| New | County Hospital | | | Coal: Freight rate from nearest mine: \$4.18 per ton, Regular; \$3.83 per ton, Fine. | |
| Number of Beds | 101 | | | Gas: Natural gas available. | |
| Number of Physicians in City | 13 | | | Fuel Oil Rates: Carload Lots Delivered. No. 2 - 11.878¢ per gallon Bunker C No. 6 - 9.004¢ per gallon | |
| <u>POLICE AND FIRE PROTECTION</u> | | | | Water: Hardness - 15 parts per million. Rates: Negotiable to industry. | |
| Number on Police Force | 20 | | | Sewerage: Activated sludge. | |
| Number of Fire Trucks | 3 | | | Electricity: Duke Power Company | |
| Type of Fire Department Force | Paid-10 | | | <u>TRANSPORTATION</u> | |
| Water Pressure | 80 Pounds | | | Highways: US I-85, 29 SC 105, 11, 18, 150 | |
| Insurance Rating | Class 6 | | | Railroads: Southern Railway System | |
| <u>FINANCIAL DATA</u> | | | | Airport: 20 miles to nearest city with airline service. | |
| Bonded Indebtedness: | City: | \$ 935,000.00 | | <u>LABOR</u> | |
| | Net County Surplus \$ | 525,000.00 | | Estimated number of persons available for new industrial plant within 30 mile radius - 12,200 | |
| Assessed Value of Property: | City: | \$ 3,082,305.00 | | General Type: Excellent native-born with agricultural heritage. | |
| | County: | \$ 11,766,799.00 | | <u>INDUSTRIALIZATION IN COUNTY</u> | |
| Local Bank Deposits: | | \$ 22,209,245.00 | | 4,964 persons were employed in industry in County in 1960. Principal industries are textile and clothing. | |
| Property Tax Rates (per \$100) | County: | \$2.10 | | | |
| | School | \$4.30 | | | |
| | City: | \$5.00 | | | |
| NOTE: Tax rates are applied to ASSESSED value which varies from 8% to a maximum of 16.8% of ACTUAL value depending on allowable deductions. | | | | | |
| Tax Exemption: On new industry - 5 years on county taxes except those for school purposes. | | | | | |

SAMPLE

County Data Sheets are available
on the 46 counties in South Carolina

STATE DEVELOPMENT BOARD
STATE OF SOUTH CAROLINA
COLUMBIA

SAMPLE

4

County Data Sheets are available
on the 46 counties in South Carolina

COUNTY BASIC DATA SHEET

| ITEM | AMOUNT | RANK | ITEM | AMOUNT | RANK |
|--|---------|------|--|----------|------|
| <u>POPULATION CHARACTERISTICS - 1950</u> (1950 Census) (State Health Department) | | | <u>BUYING POWER - 1951</u> (Copyright SALES MANAGEMENT, further reproduction not licensed) | | |
| Population | 142,565 | 4 | Estimated Population (1-1-52) | 149,300 | 4 |
| Percent Growth (1940-50) | 36.0 | 2 | Total Retail Sales (\$000) | 146,483 | 2 |
| Land Area (Sq. Mi.) | 748 | 15 | Total Food Sales (\$000) | 27,216 | 4 |
| Density (Sq. Mi.) | 190.6 | 2 | Total Gen. Merchandise Sales (\$000) | 15,836 | 3 |
| Percent Urban | 77.6 | 1 | Total Drug Sales (\$000) | 4,621 | 2 |
| Percent White | 64.6 | 15 | Per Capita Net Buying Income | 1,286 | 2 |
| Birth Rate (Per 1000 Pop.) | 31.3 | 8 | Total Net Buying Income (\$000) | 192,047 | 3 |
| Death Rate (Per 1000 Pop.) | 14.6 | 1 | <u>RURAL ELECTRIFICATION - 1952</u> (State Public Service Commission) | | |
| <u>COUNTY FINANCES - 1952</u> (State Comptroller General) | | | Miles of Line | 998 | 14 |
| Total Taxable Property (\$000) | 57,953 | 1 | Average No. of Customers per mile of line | 12.8 | 1 |
| Per Capita Taxable Property | 406 | 3 | <u>AGRICULTURE - 1950</u> (1950 Census of Agriculture) | | |
| Total Taxes Assessed (\$000) | 2,964 | 4 | Number of Farms | 2,444 | 28 |
| Average Millage Rate (Computed on Assessed Value) | 51.1 | 30 | Avg. Size of Farms (Acres) | 90.4 | 24 |
| Total Net Indebtedness (\$000) | 474 | 14 | Avg. Value per Acre (Land & Bldgs.) | \$ 80.73 | 13 |
| Total Delinquent Taxes (Excluding Nulla Bonae (\$000)) | 503 | 1 | Value of Products Sold (000) | \$3,429 | 24 |
| State Funds Distributed to Counties (\$000) | 2,555 | 4 | Value of Livestock Sold (000) | \$1,653 | 5 |
| Ratio to Taxes Assessed | .86 | 44 | Cotton (Bales) | 6,396 | 30 |
| <u>MANUFACTURING</u> (Except Timber) 1951-52 (State Department of Labor) | | | Tobacco (000 Lbs.) | 13 | 24 |
| Capital Invested (\$000) | 42,169 | 7 | Corn for Grain (000 Bu.) | 323 | 30 |
| Percent Increase (1946-52) | 80.8 | 33 | Sweet Potatoes (000 Bu.) | 48 | 23 |
| Value of Products (\$000) | 87,681 | 7 | Peaches (000 Bu.) | 2 | 25 |
| Number of Employees | 7,755 | 6 | Oats (000 Bu.) | 153 | 15 |
| Percent Increase (1946-52) | 25.4 | 22 | Wheat (000 Bu.) | 34 | 14 |
| Percent of Population | 5.44 | 24 | Irish Potatoes (000 Bu.) | 6 | 25 |
| <u>TRANSPORTATION - 1952</u> (State Highway Department) (State Tax Commission) | | | Peanuts (000 Lbs.) | 44 | 16 |
| Miles of State Highways | 590 | 12 | Pecans (000 Lbs.) | 47 | 14 |
| Percent Paved | 72.2 | 12 | Apples (000 Bu.) | (1) | |
| Automobile Registrations | 33,738 | 2 | Vegetables and Melons (000) | 25 | 31 |
| Avg. No. Persons per Vehicle | 4.22 | 40 | Number of Farm Operators | 2,444 | 28 |
| Main Line Railroad Track | 129.8 | 2 | Percent Tenants | 26.5 | 39 |
| <u>EDUCATION - 1952</u> (State Department of Education) | | | White Operators | 1,221 | |
| Total School Enrollment | 26,190 | 4 | Percent White | 49.9 | 23 |
| Enrollment per 1000 Pop. | 184 | 46 | Percent Working 100 or more days off farm | 39.9 | 3 |
| Avg. Length of Term (Days) | 180 | 1 | Motor Trucks on Farms | 730 | 14 |
| Annual Cost per Pupil in average daily attendance (Current expenses) | 165 | 2 | Tractors on Farms | 688 | 16 |
| Average No. Pupils per Teacher based on attendance | 25 | 4 | Automobiles on Farms | 1,790 | 20 |
| <u>CLIMATE</u> (U. S. Weather Bureau) | | | Cropland Harvested | 59,820 | 32 |
| Annual Average Precipitation | 41.9 | | Cropland per Truck (Acres) | 82 | 40 |
| Mean Annual Temperature | 63.6 | | Cropland per Tractor (Acres) | 87 | 42 |
| Mean January Temperature | 46.0 | | Cattle & Calves | 10,064 | 12 |
| Mean July Temperature | 80.9 | | Hogs & Pigs | 12,294 | 20 |
| Number of Clear Days | 143 | | <u>TIMBER RESOURCES</u> (1947 Survey) * (Southeastern Forest Experiment Station) | | |
| Number of Partly Cloudy Days | 111 | | Percent of Area in Forests | 69.5 | 14 |
| Avg. Number of Growing Days | 248 | | Pine Sawtimber Volume (000,000 bd.ft.) | 429 | 13 |
| Last Killing Frost Date in Spring | Mar. 15 | | Hardwood Sawtimber Volume (000,000 bd. ft.) | 438 | 8 |
| First Killing Frost in Autumn | Nov. 18 | | Total Pine Volume (000 Cords) | 1,487 | 14 |
| Maximum Length of Record (Years) | 40 | | Total Hardwood Volume (000 Cords) | 1,860 | 9 |
| | | | Total Volume (000 Cords) | 3,347 | 10 |
| | | | Softwood Drain (Cords) | 78,600 | 16 |
| | | | Percent of Total Stand | 5.28 | 24 |
| | | | Hardwood Drain (Cords) | 34,300 | 20 |
| | | | Percent of Total Stand | 1.84 | 40 |
| | | | Total Drain (Cords) | 112,900 | 17 |
| | | | Percent of Total Stand | 3.37 | 38 |
| | | | <u>PULPWOOD AND LUMBER PRODUCTION</u> (Southeastern Forest Experiment Station) | | |
| | | | Pulpwood Production - 1951 (Cords) | 34,614 | 12 |
| | | | Estimated Value (\$000) | 476 | 12 |
| | | | Lumber Production - 1946 (000 bd.ft.) | 25,075 | 15 |
| | | | Estimated Value (\$000) | 1,690 | 15 |

NOTES: (1) Less than 500 units
* County forestry figures are accurate within 20%, State figures within 5%.

June, 1953

LABOR

A. PERMANENT AND CONTINUOUS

A recent study made by the United States Department of Agriculture reveals that South Carolina ranks third in the nation in the replacement rate for male workers in agriculture, the replacement rate being 215 for each 100 agricultural workers dying or reaching retirement age. This means that the State will have a constant supply of new labor continually becoming available for industrial employment. It means that for every 215 farm boys who reach 25 years of age, 115 will be available for non-agricultural employment. Moreover, with the continued mechanization of farms this ratio will increase in favor of industry. It would be safe to presume that the figures given below for male workers would hold true for female workers. These facts are insurance, double indemnity, for industry that chooses to locate in South Carolina.

In the past there has been an out-migration of labor in the State due to the lack of job opportunities. However, it is significant to note that this labor will return when employment is provided as has been actually experienced in several localities with the coming of industry.

B. QUALITY

The people of South Carolina are 99.6% native-born and they speak and think the English language. They equal in intelligence and skill any people in the world. They are eager to work and are cooperative and loyal to their employers. Many come from farms and small cities and are accustomed to working ten and twelve hours a day six days a week in farm operations. To them eight hours a day are short hours and they consider industrial work an easy job as well as light and pleasant. They are independent in spirit and mind, resenting outside meddling and are suspicious and wary of trouble makers. They are adaptable and will cooperate with management in any rational and reasonable work standards and do not subscribe to the theory that it takes two men to do one man's work. They appreciate the fact that industry must be profitable in order for it, as well as themselves, to prosper.

C. TECHNICALLY TRAINED

South Carolina's educational system is geared to the belief that education and successful industry are inter-related, from the lowest grade to the highest degree. In the public schools, vocational training is carried on in the fields of guidance service, distributive trades, home economics, trade and industries, and agriculture. More than 135,000 citizens of the State have received training in the day and evening classes of this program which has gained high national ranking.

A substantial addition has been the establishment of several Area Trade Schools, where courses are offered in such fields as electricity, diesel mechanics, air conditioning, and the like. During 1953-54, almost 1,500 students took advantage of these courses. By means of this combined program, vocational training opportunities are within reach of any community in the State.

At the college level, technical and engineering training receives gratifying emphasis in the five State-supported institutions, as well as in some 20 private and denominational colleges and universities, and seven junior colleges.

It is particularly significant to note that Clemson College, the A. & M. College of South Carolina, has developed a school of Textile Engineering which is the largest in the nation.

Training is given in textile skills, metal working, chemistry, mechanics, all fields of engineering, accounting, ceramics and many other skilled and professional occupations to meet the needs of South Carolina business and industry.

D. LABOR LAWS

In general, the labor laws of South Carolina are designed to work within the framework of the Fair Labor Standards Act of the United States. There are no laws which will cause hardships to the manufacturer or employee concerned. The laws are administered in an equal manner.

There is no regulation prohibiting employment of women in manufacturing plants on the third shift. Operation of manufacturing plants on Sunday is generally prohibited except during periods of national emergency where the plant is doing contract work for the federal government. Exception is made for chemical plants and other plants in which the nature of the operation involves a process which cannot normally be stopped for a period of time.

There are no regulations governing operation of boiler plants. The State Law allows the Underwriters Code to set the standard for this operation.

Conciliation Division: During the last fiscal year there were 591,300 non-agricultural employees in South Carolina. These employees worked a total of 1,229,904 hours of which 38,400 hours were lost due to strikes. This amounts to only three one hundred thousandths of 1%. This is the fifteenth consecutive year that South Carolina has maintained this record.

Statistical Division: The State Department of Labor issues each year an annual report which contains detailed manufacturing information on plants located in South Carolina. In effect, this is a census of manufacturing in the State.

RIGHT TO WORK LAW

South Carolina has adopted a right to work law. Among the provisions of this law are:

Section 1. It is hereby declared to be the public policy of South Carolina that the right of persons to work shall not be denied or abridged on account of membership or non-membership in any labor union or labor organization.

Section 2. Any agreement or combination between any employer and any labor organization whereby persons not members of such labor organizations shall be denied the right to work for such employer or whereby such membership is made a condition of employment, or of continuance of employment by such employer, or whereby any such union or organization acquires an employment monopoly in any enterprise, is hereby declared to be against public policy, unlawful and an illegal combination or conspiracy.

Section 3. It shall be unlawful for any employer:

(a) To require any employee, as a condition of employment, or of continuance of employment, to be or become or remain a member or affiliate of any labor organization or agency;

(b) To require any employee, as a condition of employment, or of continuance of employment, to abstain or refrain from membership in any labor organization;

(c) To require any employee, as a condition of employment, or of continuance of employment, to pay any fees, dues, assessments or other charges or sums of money whatsoever to any person or organization.

Section 7. It shall be unlawful for any person, acting alone or in concert with one or more persons:

(a) By force, intimidation, violence or threats thereof, or violent or insulting language, directed against the person or property, or any member of the family of any person (1) to interfere, or attempt to interfere, with such person in the exercise of his right to work, to pursue or engage in, any lawful vocation or business activity, to enter or leave any place of his employment, or to receive, ship or deliver materials, goods or services not prohibited by law, or (2) to compel or attempt to compel any person to join, or support, or refrain from joining or supporting any labor organization, or

(b) To engage in picketing by force or violence or in such number or manner as to obstruct or interfere, or constitute a threat to obstruct or interfere, with (1) free ingress to, and egress from, any place of employment, or (2) free use of roads, streets, highways, sidewalks, railways or other public ways of travel, transportation or conveyance.

(c) Nothing in this section shall be construed so as to prohibit peaceful picketing permissible under the National Labor-Management Relations Act of 1947 and the Constitution of the United States.

E. WAGE RATES

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In every section of the nation there is one major type of industry or employer which sets the standard of wages, fringe benefits, et cetera. In certain areas, for example, this is the automotive industry, in others, it is mining, et cetera. In South Carolina the textile industry, as the predominant employer, sets the wage pattern. As a result, wages in other industries in the State are geared to the textile wage. In almost all cases, employers from other sections will find this to their advantage in locating a plant in South Carolina.

There follows some detailed information on wage rates in the State.



AVERAGE EARNINGS AND HOURS FOR SELECTED MANUFACTURING INDUSTRIES IN SOUTH CAROLINA 1/

| Industry Group | AVERAGE WEEKLY EARNINGS (Dollars) | | | AVERAGE HOURS WORKED PER WEEK (Hours) | | | AVERAGE HOURLY EARNINGS (Dollars) | | |
|---|--|--------|--------|--|------|-------|--|------|-------|
| | June | May* | June* | June | May* | June* | June | May* | June* |
| | 1964 | 1964 | 1963 | 1964 | 1964 | 1963 | 1964 | 1964 | 1963 |
| ALL MANUFACTURING | 73.16 | 72.98 | 68.95 | 41.1 | 41.0 | 40.8 | 1.78 | 1.78 | 1.69 |
| DURABLE GOODS | 70.45 | 70.21 | 67.72 | 41.2 | 41.3 | 41.8 | 1.71 | 1.70 | 1.62 |
| Lumber and Wood Products | 61.56 | 61.50 | 58.66 | 40.5 | 41.0 | 41.6 | 1.52 | 1.50 | 1.41 |
| Furniture and Fixtures | 62.37 | 61.80 | 58.14 | 40.5 | 41.2 | 40.1 | 1.54 | 1.50 | 1.45 |
| Stone, Clay, and Glass Products | 88.16 | 87.52 | 84.20 | 44.3 | 44.2 | 43.4 | 1.99 | 1.98 | 1.94 |
| Fabricated Metal Products | 75.82 | 76.22 | 74.58 | 45.4 | 45.1 | 45.2 | 1.67 | 1.69 | 1.65 |
| Machinery, Except Electrical | 80.32 | 77.49 | 79.36 | 42.5 | 41.0 | 42.9 | 1.89 | 1.89 | 1.85 |
| Electrical Machinery | 65.18 | 66.36 | 65.52 | 38.8 | 39.5 | 39.0 | 1.68 | 1.68 | 1.68 |
| NONDURABLE GOODS | 73.80 | 73.62 | 69.43 | 41.0 | 40.9 | 40.6 | 1.80 | 1.80 | 1.71 |
| Food and Kindred Products | 71.05 | 71.68 | 65.36 | 40.6 | 40.5 | 40.1 | 1.75 | 1.77 | 1.63 |
| Beverage industries | 57.28 | 55.17 | 57.48 | 45.1 | 43.1 | 47.9 | 1.27 | 1.28 | 1.20 |
| Textile Mill Products | 74.10 | 74.34 | 68.97 | 42.1 | 42.0 | 41.3 | 1.76 | 1.77 | 1.67 |
| Broadwoven fabric mills | 74.80 | 75.05 | 69.30 | 42.5 | 42.4 | 41.5 | 1.76 | 1.77 | 1.67 |
| Broadwoven fabric mills, cotton | 74.62 | 74.69 | 68.56 | 42.4 | 42.2 | 41.3 | 1.76 | 1.77 | 1.66 |
| Dyeing and finishing textiles | 77.11 | 77.33 | 72.76 | 40.8 | 40.7 | 40.2 | 1.89 | 1.90 | 1.81 |
| Yarn and Thread mills | 63.58 | 64.80 | 60.70 | 40.5 | 40.5 | 40.2 | 1.57 | 1.60 | 1.51 |
| Apparel & Other Finished Products | 54.05 | 53.91 | 50.38 | 37.8 | 37.7 | 37.6 | 1.43 | 1.43 | 1.34 |
| Paper and Allied Products | 105.36 | 107.06 | 103.89 | 37.9 | 38.1 | 40.9 | 2.78 | 2.81 | 2.54 |
| Printing, Publishing, and Allied Industries | 103.49 | 104.01 | 105.03 | 39.2 | 39.7 | 38.9 | 2.64 | 2.62 | 2.70 |
| Chemicals and Allied Products | 105.93 | 103.53 | 105.67 | 40.9 | 40.6 | 40.8 | 2.59 | 2.55 | 2.59 |
| Fertilizers and other agricultural chemicals | 63.36 | 67.58 | 65.26 | 40.1 | 43.6 | 42.1 | 1.58 | 1.55 | 1.55 |

* Revised figures

1/ Estimates cover approximately 238,000 full and part-time production and related workers who were employed during the pay period which includes the 12th of the month. Industries are classified according to the Standard Industrial Classification Manual, 1957. Average earnings are computed on a gross basis reflecting not only changes in basic hourly and incentive wage rates but also such variable factors as premium pay for overtime and late shift work. Average weekly hours are not scheduled hours but represent the number of hours worked or paid for and are affected by such factors as absenteeism and turnover.

SOUTH CAROLINA EMPLOYMENT SECURITY COMMISSION
In Cooperation with
U. S. Bureau of Labor Statistics

F. THE EMPLOYMENT SECURITY COMMISSION

The South Carolina Employment Security Commission operates the State Employment Service and the Unemployment Compensation Division. The Commission is composed of three commissioners, elected by the Legislature and therefore representative of the people. Administrative offices of the Commission are located at 1225 Laurel Street, Post Office Box 995, Columbia, S. C.

1. Employment Service: The State Employment Service, which is affiliated with the United States Employment Service, cooperates wholeheartedly with employers, both present and prospective. The Employment Service offers an employer the largest single source of manpower available in a community. Recruitment of workers, careful screening and testing afford the employer an opportunity to select his employees from the best qualified workers available. Aptitude and proficiency tests, when appropriate, are used in the screening process. Many employers have been particularly impressed with the results obtained by using the Employment Service's testing program in staffing plants. The actual hiring of workers is entirely at the discretion of the employer.

The State Employment Service, upon the request of the State Development Board, will conduct special labor supply surveys of areas for a prospective employer who is considering a specific location for establishing a plant.

2. Labor Supply and Demand: Labor Market reports for South Carolina show that there is an abundance of labor in practically all sections of the State. The South Carolina Employment Security Commission regularly issues releases concerning nonagricultural employment, average hourly earnings in manufacturing industries, insured unemployment, and county distributions of wages and employment covered by the South Carolina Unemployment Compensation Law. Employment Service offices in the major employment centers issue regular labor market letters describing employment, unemployment trends and labor supply and demand in the various industries and occupations in the area. The Commission will be glad to place any employer on the mailing list to receive labor market information on the entire State or selected areas. In addition, the Commission or the State Development Board, will gladly furnish, upon request, specific information regarding the availability of labor in any particular area in the State.

3. Unemployment Compensation Rates: The South Carolina Unemployment Compensation Law provides reduced rates of contributions for employers with favorable employment experience. These reduced rates range from .25 of 1% to 2.35% of taxable payrolls and are based on the employer's reserve as a percentage of his taxable payroll. Out of 6,441 employer accounts eligible for experience rating and active, as of January 1, 1957, 3,723, or 58%, received rates of .95 of 1% or below. Primarily because of extension of coverage to employers of 4 or more in 1956 there were 4,814 active employers on January 1, 1957 who had not had sufficient experience to be eligible for reduced rates. The average tax rate for all employers has, in the period 1945 to 1956, ranged from a low of 1.12% in calendar 1949 to a high of 1.57% in 1951. The 1957 average rate is estimated at about 1.15%.

Detailed information on unemployment insurance operations in South Carolina, together with a description of the State's economy, is contained in a publication "The Cost of Unemployment Insurance in South Carolina," which is available upon request.

SCHOOLS AND SPECIAL TRAINING FOR INDUSTRIAL EMPLOYEES

The Technical Education Program

Realizing the great potential of South Carolina as an industrial community and with a view to developing the State's human resources, the General Assembly in 1961 provided legislation for the establishment of a statewide system of technical education.

Giant steps were taken during the twelve-month period initiated in the fall of that year. Within the first ten months, eight regional technical education centers had been approved by the State Committee for Technical Education and four of these were well under construction. During the same period, twenty-four special training schools were established which prepared individuals for skilled work in specific plants.

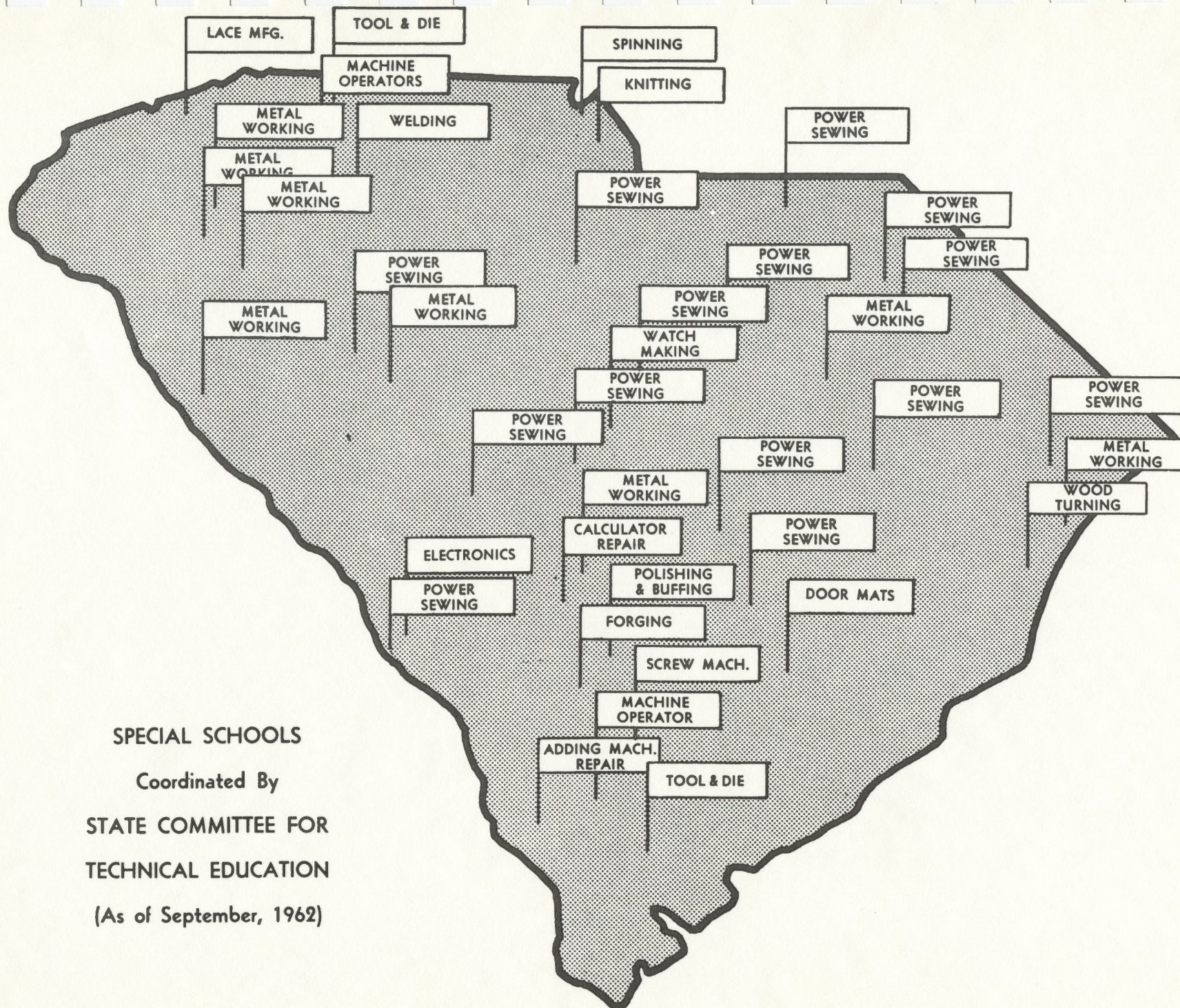
At the end of the first year, the Greenville Technical Education Center--built as a community do-it-yourself project (funds for construction in all cases must be provided by the region served)--opened its doors to an overflow enrollment of post-high school and mature adult students. Although seventeen hundred applications were received, enrollment was necessarily limited to only part of that number. The Center's more than 50,000 square feet of space were well appointed with the most modern industrial equipment available.

One year later, by the fall of 1962, another center had been approved, bringing the total to nine, and all should be completed within eighteen months.

Special training programs continue to be established as a service to specific industrial plants. The special programs include such diversified training as in lace manufacturing (Greenville), tool and die making (Orangeburg), metal working (Spartanburg), electronics (Barnwell), watch assembly (Blaney), door mat making (St. George), and numerous other fields.

Instruction in both the technical education centers and special schools is based firmly upon the philosophy that the American ideal is shaped from the noblest ambitions and efforts of the individual, himself. The training reflects a conviction that America's future is dependent upon our belief in the values of individual achievement and initiative and upon the belief that without freedom of enterprise --both economic and social--America as the citadel of personal liberty cannot endure.

The future of technical education in South Carolina is difficult to forecast. Clearly, however, its initial impact promises for the years ahead a tremendous effort in the area of service to our citizenry and to our State's industry. To such an end, the program is dedicated and its energies committed.



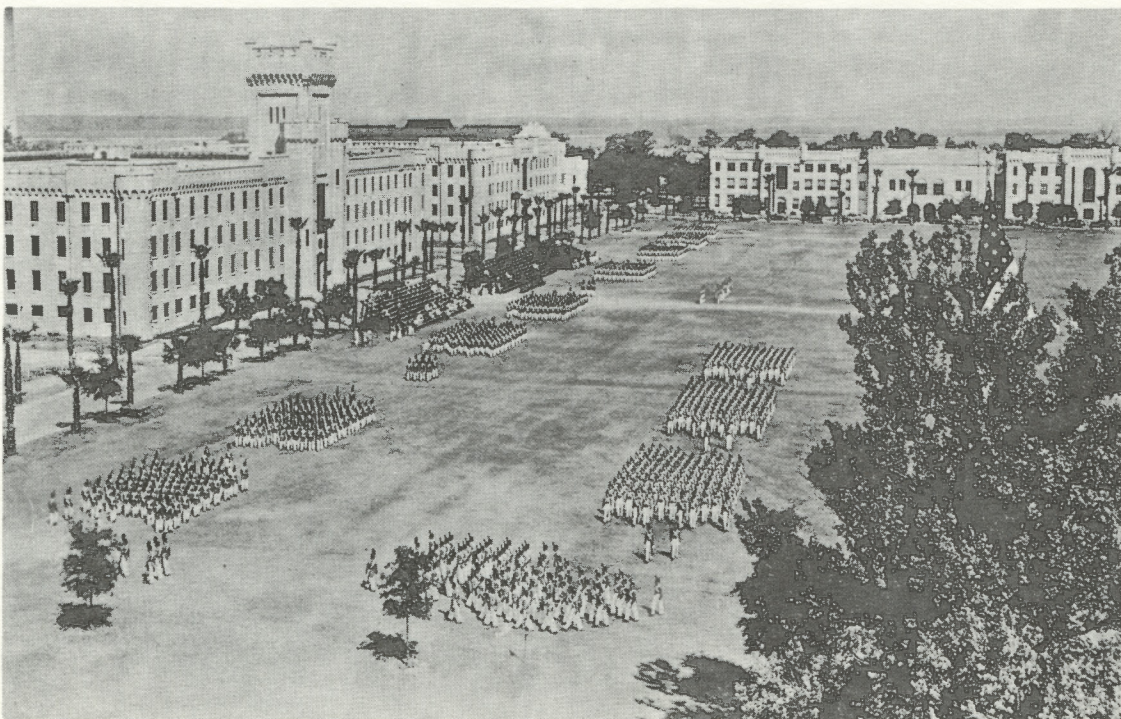
SPECIAL SCHOOLS
 Coordinated By
 STATE COMMITTEE FOR
 TECHNICAL EDUCATION
 (As of September, 1962)

Educational traditions in South Carolina have demanded high standards from early colonial times, and today's institutions of higher learning in the State maintain standards which equal in scholarship those of the Nation's best. It should be pointed out that while educational degrees are nominally the same everywhere, standards differ widely, and those of South Carolina are uniformly high.

This is demonstrated in the fact that among the higher echelons of America's leading companies, South Carolina-trained executives are frequently found. One outstanding chemical company, for instance, employs 43 South Carolinians who graduated from a single South Carolina school of engineering. Other such instances are numerous.

More recent graduates are finding opportunities near at hand in the scores of new industries which have come into the State. Moreover, the colleges of South Carolina, encouraged by the trend to new industry, are tailoring their curricula to industrial needs. The South Carolina Foundation of Independent Colleges has as one of its specific aims the development of programs geared to the industrial future. The State-supported institutions are busily strengthening their engineering and business schools with industry in view, and a multi-million-dollar building program is under way.

An indication of the new movement in our colleges is given in the fact that one of them has recently inaugurated a four-year course in industrial management. The announcement of the course was accompanied by the statement that the curriculum "recognizes the need for an understanding of the basic principles of science and engineering underlying industrial operations."



ADVANTAGES IN SOUTH CAROLINA'S CORPORATE TAX STRUCTURE

1. Administration: State tax laws are administered by the State Tax Commission, consisting of five members appointed by the Governor. The six year terms of the Commissioners are staggered and it has been the practice to reappoint Commissioners as their terms have expired.

Due to the fact that there is never a sudden turn-over of personnel, rulings made by the Commission are not easily changed. Stability of tax policies is only one of the many advantages to industry which comes as a result of tax laws being administered by an experienced and seasoned Tax Commission.

2. Stability: The history of corporate taxation in the State shows that in the past laws have frequently been enacted or repealed to lessen taxes on industry. In 1940 the State property tax was repealed. In the 1930's a tax on intangibles was repealed. Also repeated reductions have been made in unemployment compensation rates.

3. Assessment of Industrial Plants: The State of South Carolina has no property tax. This field of taxation is left to local subdivisions. The State, however, and not the local subdivisions makes assessments on industrial plants.

Inventories - raw materials, goods in process or finished goods are not subject to property taxation.

The South Carolina Tax Commission makes the total assessment on all property of textile, paper, and related industrial plants and on all major plants. The Commission assesses the personal property (machinery, etc.,) of other manufacturers.

No industrial plant or addition in South Carolina is assessed at more than 16.8% of its book value. It does not exceed this even if there are no deductions for air conditioning, grading, etc. When these deductions are made, plant assessments in South Carolina average about 10% - 12% of book value. No assessments are secret; the Tax Commission publishes an Annual Report, which is public information, giving the assessments of every plant in the State. Any plant that is not satisfied can appeal and will have a cordial, respectful hearing.

Example: Take a plant costing \$1,500,000, machinery \$500,000, making a total book value of \$2,000,000. Deduct \$500,000 for air conditioning, grading, and so forth. This leaves \$1,500,000. Take 40% of \$1,500,000, which is \$600,000.

Take 42% of this \$600,000, which leaves \$252,000. This \$252,000 (and not the \$2,000,000) is the assessed value which is sent to the local county or city where the local levy is applied.

4. Levies: All property levies are made at the local or county level. This is a tremendous advantage to industry because property tax levies cannot be increased or decreased without affecting all property owners, including home owners, in the county or school district concerned. It is significant that such increases or decreases can be made only by a direct vote of the people or their duly elected representatives. This prevents industry from being "soaked".

5. Highway Construction and Maintenance -- Supported Entirely by Gasoline Tax: The entire State highway system is supported from the 7¢ per gallon tax on gasoline. This tax can be used only for highway purposes. It is pledged to the retirement of State Highway Department bond issues, and it provides a continuing revolving fund for highway construction and maintenance. It is significant that the maximum amount of bond issues allowed by law could be retired in a little over two years if highway construction were ceased.

6. New School Buildings and School Transportation: The State has a 3% retail sales tax, which can be used only for school purposes. Industrial machinery and items used in processing are exempt from this tax. Also, new school buildings throughout the State will be largely provided for by this tax. Heretofore, local counties or school districts have had to provide new school buildings and transportation, but in the future local districts will be to a large extent relieved. The net results of the 3% sales tax will be a gradual lowering of property taxes, which is but another evidence of South Carolina's favorable attitude toward industry.

S. C. STATE LIBRARY

TAXATION IN SOUTH CAROLINA

A corporation operating in South Carolina is subject to the following State Taxes:

1. Organization and Qualification Fees (Non-recurring):

A. Domestic Corporation:

- 1 mill on each \$1.00 of capital for the first \$100,000
- 1/2 mill on each \$1.00 of capital between \$100,000 and \$1,000,000
- 1/4 mill on each \$1.00 of capital over \$1,000,000

B. Foreign Corporation:

For filing declaration of domestication - \$50.00

2. Corporation Income Tax (Annual):

A. Domestic Corporation:

5% of the entire net income before federal taxes

B. Foreign Corporation:

For a full discussion of income tax on a foreign corporation see following page.

Tax Carry Forward Provision for New Industry: When a new business is established in South Carolina during 1955 or thereafter, a net operating loss deduction may be used in computing net income for three years succeeding the year of loss. No deduction is allowed after the loss has been absorbed by income or if not fully absorbed after the expiration of three years from the year of loss. The net operating loss is limited to the excess of allowable deductions over gross income arising from the operation of the new business or industry.

3. Corporation License Fee (Annual):

Domestic and foreign corporations alike are liable for the license fee annually before the 31st of March, at the rate of one (1) mill on a proportion of the total amount paid in as capital stock of the corporation, and the total amount paid in as surplus is to be determined in accordance with the application of statutory formulae, the same formulae used for purposes of apportioning income tax.

South Carolina levies a 3% retail sales tax. It is significant that production machinery and repair parts, as well as electricity, are exempt from the provisions of the sales tax act. Materials which will become an integral part of a finished product are also exempt.

The State of South Carolina levies no property taxes. This field of taxation is left to the counties and municipalities. Properties of manufacturers, however, are assessed by the Property Tax Division of the State Tax Commission. Inventories are exempt.

Most of the counties of the State will exempt a new manufacturing corporation from the payment of all county taxes except for school purposes for a period of 5 years.

LIKE ALL SOUND BUSINESS

SOUTH CAROLINA OPERATES ON A BALANCED BUDGET

THIS IS A CONSTITUTIONAL MANDATE

17

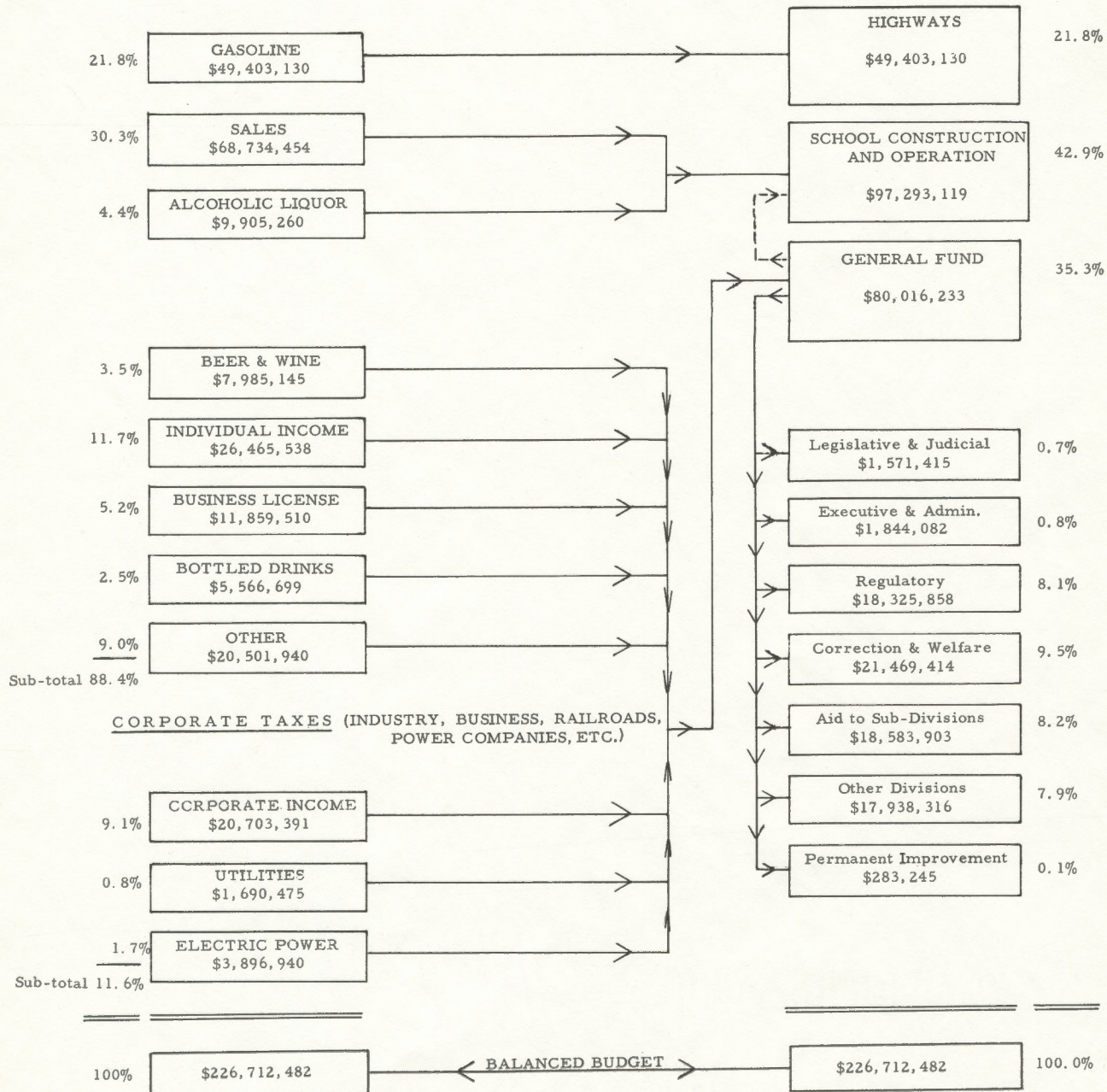
STATE BUDGET

1960-61

INCOME

EXPENDITURES

CONSUMER & PERSONAL TAXES



Prepared by
STATE DEVELOPMENT BOARD
from information supplied by
STATE AUDITOR

January, 1962

18

COMPUTATION OF INCOME TAX OF A CORPORATION DOING
BUSINESS IN TWO OR MORE STATES

Corporations with multi-state operations are subject to a tax of 5% on a proportion of net income before federal taxes. There are three optional ways of arriving at the net income earned in South Carolina.

1. By a two-factor formula consisting of property ratio and payroll ratio.
2. By a three-factor formula consisting of property ratio, payroll ratio and sales ratio.
3. Separate book-keeping. (The method of bookkeeping must have prior approval by the South Carolina Tax Commission.)

EXPLANATION:

- (a) Property Ratio: The ratio of the average value of real estate and tangible personal property used by the taxpayer in this State during the year to the average value of the entire real estate and tangible personal property used by the taxpayer everywhere. (The word "value" as applied to property shall mean the original cost plus any additions or improvements, without regard to deductions for depreciation, amortization, write downs or similar charges, PROVIDED, that should the Tax Commission find in the case of any taxpayer this results in the taxation of income in all the states in which the taxpayer files a return upon a greater amount than one hundred per cent of the income of the taxpayer, the Tax Commission may, in its discretion, adjust the value of property within this state so to bring the percentage of income taxed to one hundred per cent, but in no case shall property in this State be valued at less than eighty per cent of the value as defined by this act. In the absence of special circumstances "value" is the original cost as shown on the books of the taxpayer.) The value of rented property is arrived at by multiplying the annual rent by eight.
- (b) Payroll Ratio: The ratio of all salaries, wages, commissions and other personal service compensation paid or incurred by the taxpayer in connection with the trade or business of the taxpayer in this State during the income year to the total salaries, wages, commissions and other personal service compensation paid or incurred by the taxpayer in connection with the entire trade or business of the taxpayer wherever conducted during the income year.
- (c) Sales Ratio: The ratio of sales made by such taxpayer during the income year which are attributable to South Carolina to the total sales made by such taxpayer everywhere during the income year. (For purposes of this act, sales attributable to South Carolina shall be all sales where the goods, merchandise or property is received in this State by a purchaser, other than the United States Government.)

OFFICE OF STATE TREASURER

JEFF B. BATES
TREASURER

COLUMBIA

July 30, 1963

Mr. Richard Sutton
Industrial Agent
State Development Board
Columbia, South Carolina

Dear Mr. Sutton:

This will acknowledge and thank you for your request for a brief statement on the Funded Debt of the State of South Carolina.

The net Funded Debt of the State of South Carolina as of June 30, 1963 was as follows:

| | |
|--------------------------------|-------------------|
| Highway Certificates and Bonds | \$ 7,823,577.38 |
| School Bonds | 119,452,377.81 |
| Institution Bonds | 19,369,715.40 |
| State Ports Bonds | 17,125,000.00 |
| Schoolbook Notes | <u>600,000.00</u> |
| Total | \$164,370,670.59 |

All bonds of the State have been issued under the Special Fund Doctrine and revenues pledged are in all cases more than sufficient to pay the maximum debt service. The Highway debt is amply covered by the permanent allocation of 5¢ of the State Gasoline Tax. The revenues applicable to this debt are more than seven times the debt service. The entire proceeds of the 3% General Sales Tax, estimated at approximately \$84,500,000.00 a year, are pledged to the payment of School Bonds. The Income Tax, estimated at \$51,000,000.00 for 1963-64, is pledged for the payment of the State Ports Bonds. The gross tuition fees collected by the State supported colleges are pledged for the payment of the Institution Bonds. The proceeds of the Schoolbook Notes are used as a revolving fund for the purchase of rental textbooks.

For your further information, all of the bonds of the State of South Carolina are rated "Aaa" by Moody's Investors Service and "AAA" by Standard and Poor's Corporation.

Sincerely yours,

Jeff B. Bates
Jeff B. Bates
State Treasurer

INDIVIDUAL INCOME AND INHERITANCE TAX RATES

20

A. INCOME TAX

Personal Exemptions: \$800.00 per person.

Allowable Deduction: Contributions, interest, medical bills, taxes, and most of the items allowed by the Federal Government, including up to \$500 per taxpayer for Federal income tax paid. Provision is also made for individual optional deduction of 10% or \$500.00, or if a joint return 10% or \$1,000.00, whichever is the lesser, in lieu of itemized deductions.

| <u>Net Income after Exemptions:</u> | <u>Tax</u> |
|-------------------------------------|------------|
| Under \$2,000 | 2% |
| \$2,000 - \$4,000 | 3% |
| \$4,000 - \$6,000 | 4% |
| \$6,000 - \$8,000 | 5% |
| \$8,000 - \$10,000 | 6% |
| All over \$10,000 | 7% |

B. INHERITANCE TAX

| <u>Relationship to Deceased</u> | <u>Husband, wife, child, grandchild, father, mother</u> | <u>Brothers, sisters, uncles, aunts, nieces, nephews, son or daughter- in-law</u> | <u>All except religious charities, etc.</u> |
|---|--|---|---|
| <u>Exemption</u> | \$10,000 husband or wife or marital deduction, which- ever is greater. \$7,500 minor child \$5,000 adult child or parent | \$500 | \$200 |
| <u>Taxable Amount Transferred</u> | <u>Tax</u> | <u>Tax</u> | <u>Tax</u> |
| Up to \$20,000 | 1% | 2% | 4% |
| \$20,000 to \$40,000 | 2% | 3% | 6% |
| \$40,000 to \$80,000 | 3% | 4% | 8% |
| \$80,000 to \$150,000 | 4% | 5% | 10% |
| \$150,000 to \$300,000 | 5% | 6% | 12% |
| \$300,000 and Over | 6% | 7% | 14% |

A BILL

TO PROVIDE THAT PERSONAL PROPERTY IN TRANSIT IN INTERSTATE COMMERCE ACQUIRE NO SITUS FOR PURPOSES OF PROPERTY TAXATION; TO PROVIDE THAT PROPER RECORDS BE MAINTAINED; TO FIX THE DUTIES OF CERTAIN OFFICERS; AND TO PROVIDE PENALTIES FOR VIOLATIONS.

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. Personal property in transit through this State is personal property, goods, wares and merchandise: (a) which is moving in interstate commerce through or over the territory of this State; or (b) which was consigned to a warehouse, public or private, within this State from without this State for storage in transit to a final destination outside of this State whether specified when transportation begins or afterward. Such property is deemed to have acquired no situs in this State for purposes of property taxation, and such "no situs" property shall not acquire situs so as to become subject to property taxation by virtue of the fact that while in the warehouse the property is assembled, bound, joined, processed, disassembled, divided, cut, broken in bulk, relabeled or repackaged. The "no situs" status granted herein shall be liberally construed to effect the purposes of this act.

SECTION 2. All property claimed to be "no situs" under this act shall be designated as being "in transit" upon the books and records of the warehouse wherein it is located, which books and records of the warehouse shall contain a full, true and correct inventory of all such property, together with the date of the receipt of the property, the date of the withdrawal of the property, the point of origin thereof and the point of ultimate destination thereof if known. The books and records of any such warehouse with reference to any such "in transit" property shall be at all times open to the inspection of all taxing authorities of this State and of any political subdivision thereof. Any person making claim to "no situs" status on any property under this act shall do so in the form and manner prescribed by the South Carolina Tax Commission and all such claims shall be accompanied by a certification of the warehouseman as to the status on its books of the property involved.

SECTION 3. If any such property is reconsigned to a final destination within this State, the warehouseman shall file a monthly report with the South Carolina Tax Commission in the form and manner prescribed by the commission, and all such property so reconsigned thereafter shall be assessed and taxed.

SECTION 4. If any person shall wilfully deliver any statement to the South Carolina Tax Commission concerning "no situs" property containing a false statement of a material fact, whether it be an owner, shipper, his agent or a storage or warehouseman or his agent, he shall be guilty of a misdemeanor and upon conviction shall be punished by a fine of not less than one hundred dollars nor more than five hundred dollars, or by imprisonment of not less than ten days nor more than six months.

SECTION 5. If any owner, shipper or his agent shall by misrepresentation, concealment or violation of the provisions of this act evade assessment or the levy of taxes on property not defined herein to be personal property in transit through this State, he shall be liable in the sum of the taxes evaded which would otherwise have been levied against his property and which, together with a penalty of twentyfive per cent of such taxes, shall be levied and collected in accordance with methods and procedures set out in Article 3, Chapter 16, Code of Laws of South Carolina, 1952.

SECTION 6. Personal property within this State returnable and taxable under Chapters 16, 17, and 18 of Title 65, Code of Laws of South Carolina, 1952, shall not include personal property in transit through this State as defined by this act.

SECTION 7. This act, upon approval by the Governor, shall be effective January 1, 1962.

In the Senate House the 27th of March

In the Year of Our Lord One Thousand Nine Hundred and Sixty-two.

B. R. Maybank, President of the Senate

Solomon Blatt, Speaker of the House of Representatives

Approved the 30th day of March, 1962.

Ernest F. Hollings, Governor

ELECTRIC POWER

South Carolina is served by an excellent network of electric power lines. Service is rendered by three major companies - Carolina Power and Light Company, Duke Power Company, South Carolina Electric and Gas Company - and numerous smaller ones. The lines of all these companies are well integrated and interconnected to provide the maximum of continuous service to all points in the State.

The installed generating capacity in South Carolina is as follows:

| <u>NAME AND TYPE</u> | <u>INSTALLED CAPACITY</u> | | <u>KILOWATTS July 1, 1961</u> | |
|---|---------------------------|----------------|-------------------------------|----------------|
| | Steam | Hydro | Internal Combustion | Total |
| <u>Privately Owned</u> | | | | |
| Belton Light & Power Co. | - | 3,600 | | 3,600 |
| Carolina Power & Light Co. | 182,000 | - | | 182,000 |
| Duke Power Company | 375,000 | 315,600 | | 690,600 |
| Lockhart Power Company | 5,000 | 12,300 | | 17,300 |
| S. C. Electric & Gas Co. | <u>682,500</u> | <u>174,360</u> | | <u>856,860</u> |
| Subtotal | 1,244,500 | 505,860 | | 1,750,360 |
| <u>Publicly Owned</u> | | | | |
| Clark's Hill Army Engineers | | 280,000 | | 280,000 |
| Greenwood County Electric Power Commission | 18,500 | 15,000 | | 33,500 |
| Abbeville Water & Electric Plant | | 2,600 | 1,000 | 3,600 |
| S. C. Public Service Authority | <u>100,000</u> | <u>134,535</u> | | <u>234,535</u> |
| Subtotal | <u>118,500</u> | <u>432,135</u> | <u>1,000</u> | <u>551,635</u> |
| Grand Total | 1,363,000 | 937,995 | 1,000 | 2,301,995 |

Note: Companies which generate power for own use only are not included.

All power rates of privately owned utilities are set by the South Carolina Public Service Commission, and are generally lower than in most sections of the Southeast.

There is no power shortage in South Carolina. The organizations in South Carolina which generate and sell electric power will provide adequate power for the future needs of this State.

MAP OF ELECTRIC TRANSMISSION LINES AND GENERATING STATIONS

IN
SOUTH CAROLINA
PREPARED BY
THE PUBLIC SERVICE COMMISSION
ELECTRICAL UTILITIES DIVISION

SCALE OF MILES
0 10 20 30 40

JULY 1, 1960
LEGEND
TRANSMISSION LINES
80,000 TO 230,000 VOLTS
20,000 TO 80,000 VOLTS
LESS THAN 20,000 VOLTS *
INTERCONNECTIONS
STATE LINE METER
MUNICIPALLY OWNED DISTRIBUTION SYSTEM
STEAM PLANT
OIL ENGINE PLANT
HYDRO PLANT
* WHERE USED TO SERVE TOWNS AND COMMUNITIES

LIST OF R.E.A. COOPERATIVES

- S.C. 14 AIKEN ELECTRIC COOPERATIVE INC.
- S.C. 25 BERKELEY ELECTRIC COOPERATIVE INC.
- S.C. 29 BLACK RIVER ELECTRIC COOPERATIVE INC.
- S.C. 30 BLUE RIDGE ELECTRIC COOPERATIVE INC.
- S.C. 33 BROAD RIVER ELECTRIC COOPERATIVE INC.
- S.C. 30 COASTAL ELECTRIC COOPERATIVE INC.
- S.C. 23 EDISTO ELECTRIC COOPERATIVE INC.
- S.C. 22 FAIRFIELD ELECTRIC COOPERATIVE INC.
- S.C. 19 GREENWOOD COUNTY RURAL ELEC. SYSTEM
- S.C. 19 LAURENS ELECTRIC COOPERATIVE INC.
- S.C. 35 LITTLE RIVER ELECTRIC COOPERATIVE INC.
- S.C. 21 LYNCHES RIVER ELECTRIC COOPERATIVE INC.
- S.C. 24 MARION ELECTRIC COOPERATIVE INC.
- S.C. 27 MARLBORO ELECTRIC COOPERATIVE INC.
- S.C. 37 MID-CAROLINA ELECTRIC COOPERATIVE INC.
- S.C. 34 NEWBERRY ELECTRIC COOPERATIVE INC.
- S.C. 40 PALMETTO ELECTRIC COOPERATIVE INC.
- S.C. 28 PEE DEE ELECTRIC COOPERATIVE INC.
- S.C. 36 SALKENHATCH ELECTRIC COOPERATIVE INC.
- S.C. 28 SANTEE ELECTRIC COOPERATIVE INC.
- S.C. 31 S.C. Horry ELECTRIC COOPERATIVE INC.
- S.C. 32 TRI-COUNTY ELECTRIC COOPERATIVE INC.
- S.C. 41 YORK COUNTY ELECTRIC COOPERATIVE INC.

| OWNERSHIP AND INSTALLED GENERATING CAPACITY | | | |
|---|--|--------------------------|-----------------|
| KEY | PRIVATELY OWNED SYSTEMS | 41,000 KVA AMPERES (KVA) | |
| A | BELTON LIGHT & POWER CO. | 3,750 | 3,750 |
| C | CAROLINA POWER & LIGHT CO. (1960) | 243,000 | 243,000 |
| D | DUKE POWER CO. | 442,000 (401,790) | 843,990 |
| E | LOCHARY POWER CO. | 6,250 (13,375) | 21,625 |
| F | SOUTH CAROLINA ELECTRIC & GAS CO. | 843,225 (717,930) | 1,051,675 |
| G | UNION MANUFACTURING & POWER CO. | 6,500 | 6,500 |
| H | SPRINGS COTTON MILL, LEASE BY DUKE POWER CO. | | |
| | SUB-TOTAL | (512,975) 645,365 | 2,156,340 |
| PUBLICLY OWNED SYSTEMS | | | |
| B | BUZZARD ROOST, GREENWOOD COUNTY | 20,000 | 18,750 |
| M | CLARK HILL, ARMY ENGINEERS | | 311,108 |
| N | CENTRAL ELECTRIC POWER COOPERATIVE | | |
| O | ORANGEBURG | | |
| P | ROCKY RIVER, ABBEVILLE | 3,500 | 1,408 |
| S | SANTEE COOPER, S.C. PUBLIC SERVICE AUTHORITY | 94,118 (149,150) | 243,000 |
| | SUB-TOTAL | 114,116 (483,108) | 1,405,988 |
| | TOTAL | (649,191) 28,473 | (1,405,979) 608 |

A. COAL

The coal used for industrial purposes in the State originates from what are termed Districts 7 and 8. District 8 comprises the largest and best bituminous coal field in the world and is located in the corners of the four states of Virginia, West Virginia, Kentucky and Tennessee. The vast majority of industrial coal used moves from this district. District 7, which is located in West Virginia, is the source of Pocahontas Coal. Due to the fact that District 7 is more remote from South Carolina, the freight rate is more and consumption is less.

B. FUEL OIL

Fuel Oil is brought into the State through pipeline outlets at Belton and Camp Croft and by tanker through the Port of Charleston.

C. NATURAL GAS

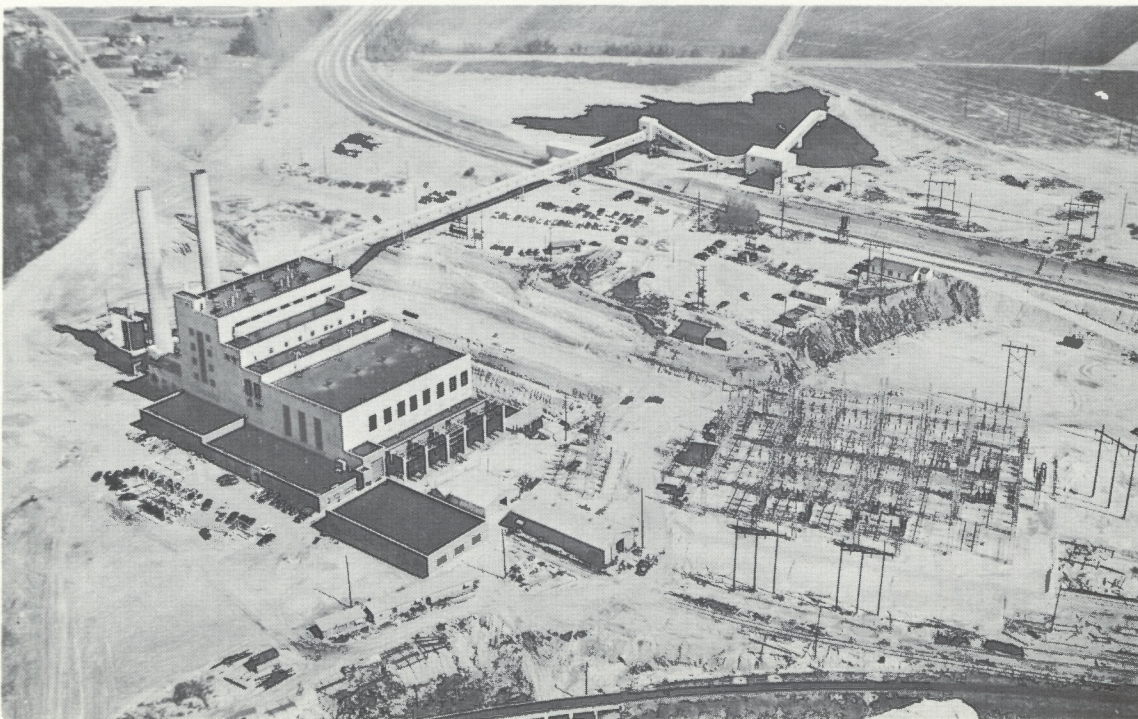
The Transcontinental Natural Gas Pipe Line crosses the Piedmont area of the State. Under its present certificate gas will be delivered to several towns adjacent to the line. Several industrial plants have also obtained natural gas through direct negotiations with Transcontinental.

Plans are now underway to increase the capacity of this line. This will result in a larger allocation of gas to South Carolina.

The Southern Natural Gas Company extends its lines to Aiken where it connects with the lines of the South Carolina Natural Gas Company to distribute gas to Columbia, Charleston and numerous communities along the route.

D. MANUFACTURED AND BOTTLED GAS

Manufactured gas is available in a number of cities in South Carolina, and bottled gas is available throughout the State.



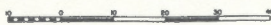


SOUTH CAROLINA

STATE DEVELOPMENT BOARD

Proposed -----

SCALE IN MILES

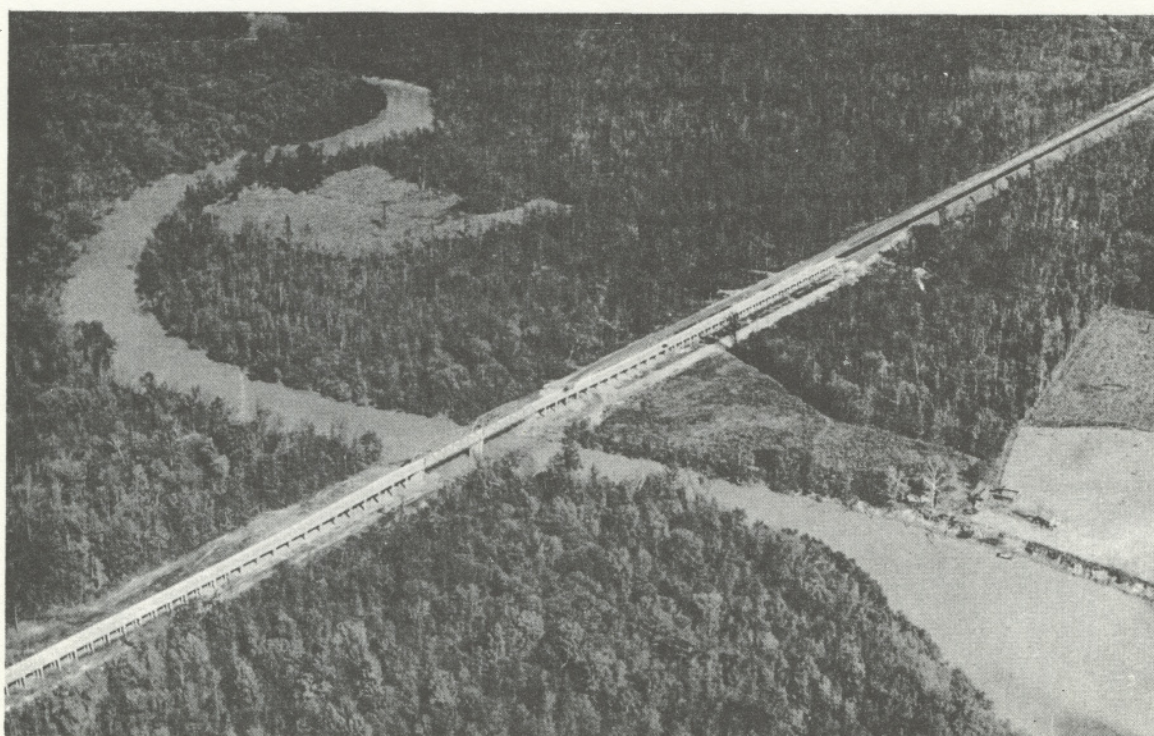


CLIMATOLOGICAL DATA

25

| | Eastern Division <u>Coastal Plain</u> | Western Division <u>Piedmont</u> | <u>State</u> |
|---|---|--|--------------|
| Mean Precipitation, 61 Yr. Record | 46.95 | 48.53 | 47.73 |
| Mean Temperature, 61 Yr. Record | 64.2 | 61.8 | 63.0 |
| January Average, 61 Yr. Record (Coldest Month) | 47.7 | 44.0 | 45.9 |
| July Average, 61 Yr. Record (Hottest Month) | 80.4 | 79.2 | 79.8 |
| Number of Days Precipitation .01" or more, 58 Yr. Record | - | - | 96 |
| Number of Days Clear, 54 Yr. Record | | | 175 |
| Number of Days Partly Cloudy, 54 Yr. Record | | | 96 |
| Number of Days Cloudy, 54 Yr. Record | | | 94 |
| Mean Annual Snowfall, 50 Yr. Record | | | 2.3 |
| Number Growing Days, All Records 10 Yrs. or Over | 239 | 220 | 229 |
| Killing Frost, Last in Spring | March 18 | March 30 | March 24 |
| Killing Frost, First in Autumn | November 12 | November 5 | November 8 |

SOURCE: Reports of the U. S. Weather Bureau



RELATIVE HUMIDITY AT SELECTED POINTS

| | Charleston, S. C. | | | | Columbia, S. C. | | | | Florence, S. C. | | | | Greenville, S. C. | | | |
|------------------|-------------------|-----------|-----------|-----------|-----------------|-----------|-----------|-----------|-----------------|-----------|-----------|-----------|-------------------|-----------|-----------|-----------|
| | 1:30 A.M. | 7:30 A.M. | 1:30 P.M. | 7:30 P.M. | 1:30 A.M. | 7:30 A.M. | 1:30 P.M. | 7:30 P.M. | 1:30 A.M. | 7:30 A.M. | 1:30 P.M. | 7:30 P.M. | 1:30 A.M. | 7:30 A.M. | 1:30 P.M. | 7:30 P.M. |
| Length of Record | 12 | 12 | 12 | 12 | | 47 | 32 | 47 | 5 | 6 | 6 | 6 | 11 | 30 | 11 | 28 |
| January | 83 | 87 | 56 | 76 | | 79 | 58 | 62 | 82 | 87 | 56 | 71 | 78 | 79 | 60 | 70 |
| February | 81 | 84 | 51 | 69 | | 77 | 54 | 58 | 73 | 80 | 49 | 51 | 71 | 77 | 54 | 63 |
| March | 83 | 84 | 51 | 70 | | 76 | 50 | 55 | 74 | 79 | 48 | 61 | 71 | 75 | 53 | 59 |
| April | 85 | 84 | 49 | 70 | | 74 | 48 | 54 | 78 | 78 | 47 | 60 | 69 | 72 | 45 | 56 |
| May | 90 | 84 | 52 | 74 | | 75 | 48 | 56 | 78 | 79 | 46 | 62 | 75 | 74 | 49 | 59 |
| June | 92 | 86 | 59 | 78 | | 79 | 51 | 63 | 87 | 82 | 52 | 71 | 80 | 77 | 50 | 63 |
| July | 93 | 89 | 65 | 82 | | 83 | 57 | 68 | 91 | 85 | 58 | 75 | 85 | 81 | 56 | 67 |
| August | 93 | 91 | 63 | 83 | | 86 | 57 | 71 | 90 | 90 | 58 | 72 | 84 | 82 | 58 | 72 |
| September | 92 | 91 | 62 | 84 | | 85 | 55 | 68 | 91 | 90 | 59 | 80 | 82 | 82 | 57 | 67 |
| October | 90 | 90 | 56 | 84 | | 83 | 51 | 63 | 88 | 89 | 52 | 76 | 77 | 78 | 55 | 64 |
| November | 87 | 88 | 52 | 81 | | 80 | 52 | 60 | 84 | 86 | 48 | 72 | 75 | 77 | 52 | 65 |
| December | 85 | 87 | 56 | 78 | | 81 | 59 | 66 | 81 | 84 | 55 | 73 | 74 | 79 | 59 | 69 |
| Year | 88 | 87 | 56 | 77 | | 80 | 53 | 62 | 83 | 84 | 52 | 70 | 77 | 78 | 54 | 65 |

| | Augusta, Ga. | | | | Savannah, Ga. | | | | Charlotte, N. C. | | | |
|------------------|--------------|----|----|----|---------------|----|----|----|------------------|----|----|----|
| Length of Record | 16 | 65 | 35 | 65 | 14 | 64 | 35 | 64 | 13 | 65 | 35 | 65 |
| January | 73 | 83 | 60 | 68 | 82 | 82 | 59 | 72 | 77 | 80 | 61 | 66 |
| February | 70 | 82 | 56 | 63 | 79 | 81 | 57 | 70 | 70 | 77 | 56 | 61 |
| March | 70 | 80 | 58 | 59 | 80 | 80 | 55 | 70 | 72 | 76 | 52 | 59 |
| April | 71 | 77 | 48 | 56 | 82 | 78 | 53 | 70 | 71 | 73 | 50 | 55 |
| May | 75 | 76 | 48 | 58 | 84 | 78 | 54 | 72 | 76 | 75 | 49 | 58 |
| June | 79 | 79 | 51 | 64 | 87 | 81 | 58 | 76 | 81 | 78 | 51 | 63 |
| July | 85 | 83 | 56 | 69 | 90 | 85 | 61 | 80 | 86 | 82 | 55 | 68 |
| August | 86 | 87 | 57 | 72 | 90 | 88 | 62 | 82 | 86 | 85 | 57 | 71 |
| September | 83 | 85 | 55 | 70 | 90 | 89 | 62 | 82 | 83 | 84 | 56 | 68 |
| October | 78 | 84 | 50 | 55 | 88 | 86 | 57 | 77 | 80 | 81 | 50 | 63 |
| November | 75 | 84 | 53 | 67 | 85 | 84 | 56 | 74 | 77 | 79 | 54 | 62 |
| December | 75 | 84 | 59 | 70 | 83 | 84 | 61 | 74 | 78 | 80 | 61 | 67 |
| Year | 77 | 82 | 54 | 64 | 85 | 83 | 58 | 75 | 78 | 79 | 54 | 63 |

SOURCE: Local Climatological Summaries, 1952. U. S. Department of Commerce, Weather Bureau

TRANSPORTATION

A. RAILROADS

South Carolina is served by the three major railroads of the South: Southern, Atlantic Coast Line, and Seaboard Air Line, and in addition by numerous affiliates of these lines and by smaller independent railroads. These lines offer direct service to practically every point in South Carolina and the nation. The sixteen rail companies which now serve the State have a total of 3,353.13 miles of road and many more miles of track. Considering the State's total land area of 30,594 square miles, this is a density of approximately 1.1 miles of operated railroad property per 10 square miles of land area; one of the highest such densities in all the South.

Railroad distances from Columbia, the capital of the State, to selected points are as follows:

| | | | |
|--------------------|-----------|-------------------|-----------|
| Spartanburg, S. C. | 93 miles | Charleston, S. C. | 129 miles |
| Greenville, S. C. | 111 miles | Chicago, Ill. | 776 miles |
| Washington, D. C. | 433 miles | Norfolk, Va. | 376 miles |
| New Orleans, La. | 696 miles | Birmingham, Ala | 368 miles |
| New York, N. Y. | 651 miles | | |

Rail Rates

The Development Board, working in cooperation with the South Carolina Public Service Commission and the State Ports Authority and their Rate Bureaus, will be glad to furnish specific data or assistance as may be required on any phase of rail, water, truck or combination rates.

B. HIGHWAYS

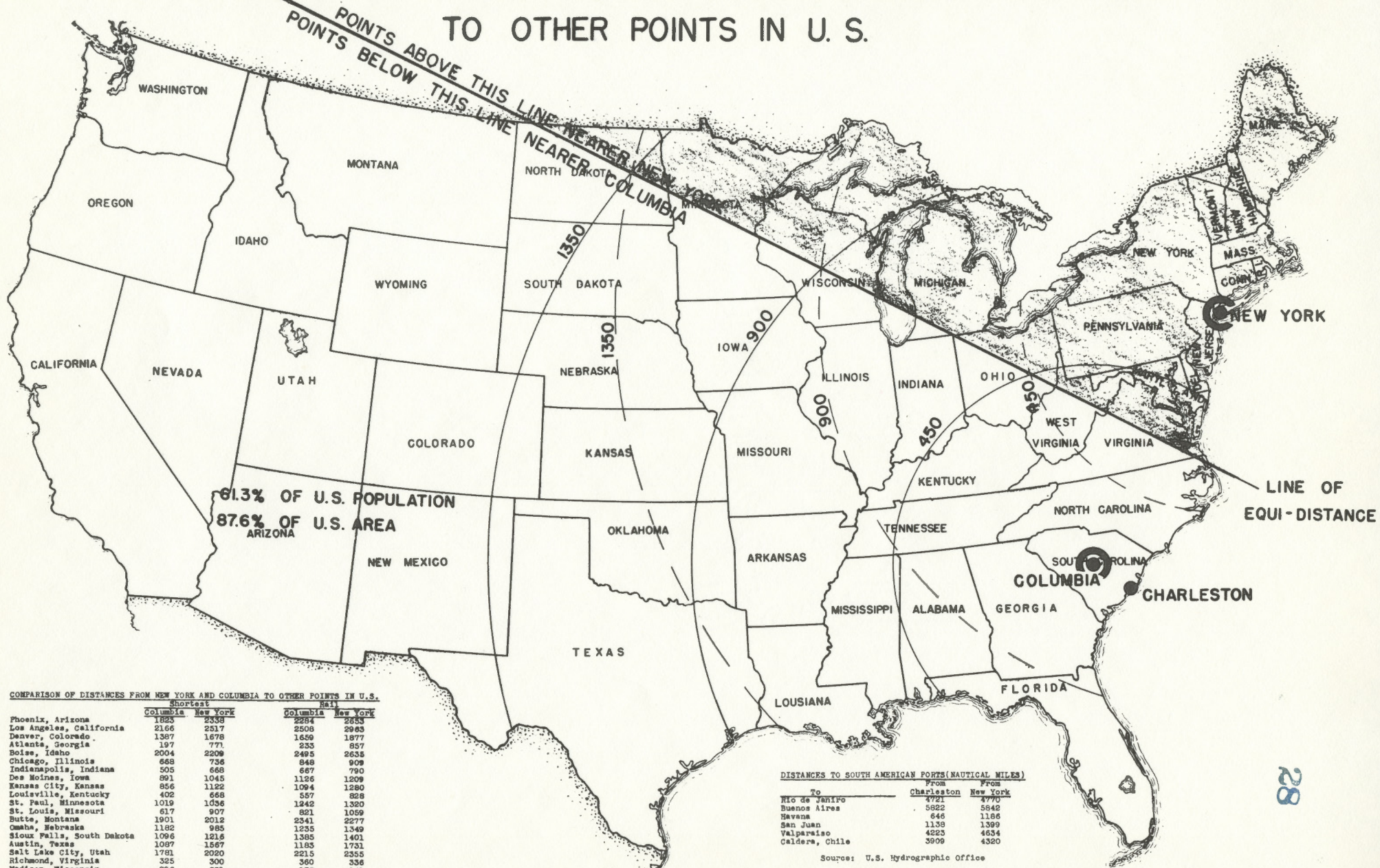
South Carolina contains 23,450 miles of State Highways, 65% of which are hard surfaced. These highways insure quick and easy access to the plant by commuting workers.

In addition to highways already in place, the State Highway Department and the individual County Supervisor will locate such additional paved access roads. as may be necessary.

Highway distances from Columbia, the capital of the State, to selected points are as follows:

| | | | |
|--------------------|-----------|--------------------|-----------|
| Charlotte, N. C. | 103 miles | New York, N. Y. | 701 miles |
| Greenville, S. C. | 107 miles | Washington, D. C. | 473 miles |
| Spartanburg, S. C. | 96 miles | Atlanta, Ga. | 221 miles |
| Charleston, S. C. | 114 miles | New Orleans, La. | 735 miles |
| Savannah, Ga. | 146 miles | Jacksonville, Fla. | 303 miles |

COMPARISON OF DISTANCES FROM COLUMBIA AND NEW YORK TO OTHER POINTS IN U. S.



COMPARISON OF DISTANCES FROM NEW YORK AND COLUMBIA TO OTHER POINTS IN U.S.

| | Shortest | | Rail | |
|---------------------------|----------|----------|----------|----------|
| | Columbia | New York | Columbia | New York |
| Phoenix, Arizona | 1225 | 2355 | 2284 | 2553 |
| Los Angeles, California | 2166 | 2317 | 2508 | 2983 |
| Denver, Colorado | 1387 | 1678 | 1659 | 1877 |
| Atlanta, Georgia | 197 | 771 | 233 | 857 |
| Boise, Idaho | 2004 | 2209 | 2495 | 2635 |
| Chicago, Illinois | 648 | 736 | 948 | 909 |
| Indianapolis, Indiana | 505 | 668 | 667 | 790 |
| Des Moines, Iowa | 891 | 1045 | 1126 | 1209 |
| Kansas City, Kansas | 856 | 1122 | 1094 | 1280 |
| Louisville, Kentucky | 402 | 668 | 597 | 828 |
| St. Paul, Minnesota | 1019 | 1036 | 1242 | 1320 |
| St. Louis, Missouri | 617 | 907 | 821 | 1059 |
| Butte, Montana | 1901 | 2012 | 2341 | 2277 |
| Omaha, Nebraska | 1182 | 985 | 1235 | 1349 |
| Sioux Falls, South Dakota | 1096 | 1216 | 1385 | 1401 |
| Austin, Texas | 1087 | 1587 | 1185 | 1731 |
| Salt Lake City, Utah | 1781 | 2020 | 2215 | 2355 |
| Richmond, Virginia | 325 | 300 | 360 | 336 |
| Madison, Wisconsin | 796 | 831 | 978 | 949 |
| Chayenne, Wyoming | 1404 | 1644 | 1709 | 1848 |

Source of Rail Distances: Southwestern Traffic Manual

DISTANCES TO SOUTH AMERICAN PORTS (NAUTICAL MILES)

| To | From Charleston | From New York |
|----------------|--------------------|------------------|
| Rio de Janeiro | 4721 | 4770 |
| Buenos Aires | 5822 | 5842 |
| Havana | 646 | 1186 |
| San Juan | 1139 | 1399 |
| Valparaiso | 4223 | 4634 |
| Caldera, Chile | 3909 | 4320 |

Source: U.S. Hydrographic Office

South Carolina is served by over 120 passenger and more than 400 motor freight lines operating to all points in the Nation. In addition, many cities have public bus transportation. Passenger lines will inaugurate special schedules of buses to transport workers from neighboring localities to and from an industrial plant, and city bus lines will provide special buses to transport workers from metropolitan areas to a plant. Such services are widely used throughout the State. The Development Board is in position to have made any special surveys required on this phase of transportation. It is interesting to note that at the present time, the motor transportation industry ranks second only to the textile industry in total number of persons employed in South Carolina.

C. AIRPORTS

No point in South Carolina is farther than fifty miles from airline service. The five airlines serving this State afford quick transportation to people, mail, cargo and express. There is direct connection to any part of the United States or the world. Of the five airlines, three are trunk carriers and two local service.

Eastern Air Lines, one of the main North-South trunk lines with routes stretching from Boston and Detroit on the North to Mexico City, Miami and San Juan, Puerto Rico, on the South, serves six of this State's cities. They are Columbia, Greenville, Spartanburg, Charleston, Anderson and Florence.

Delta C & S Air Lines, the fifth largest trunk line in the United States, serves Charleston, Columbia, Spartanburg and Greenville, thus bringing South Carolina in close touch with Chicago and Kansas City to the Northwest; Fort Worth, Dallas and Houston on the West; and New Orleans, Miami, Havana, Cuba, Caracas, Venezuela on the South.

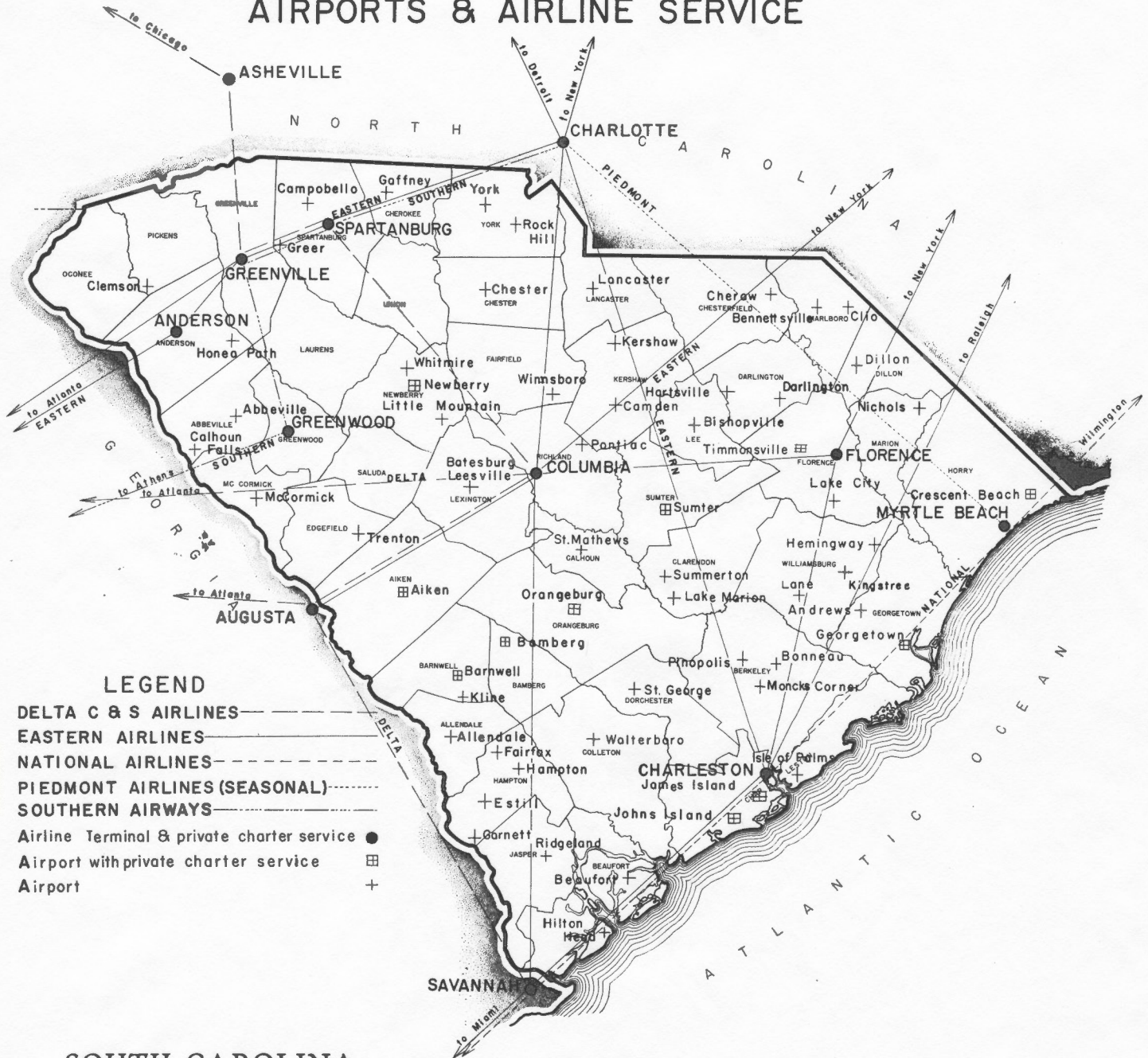
National Air Lines, the third trunk carrier, connects Charleston, South Carolina, with New York, Miami and Havana.

Southern Airways and Piedmont Airlines are local service lines feeding traffic to and from Spartanburg, Greenville, Greenwood and Myrtle Beach to a host of cities in other states. Piedmont operates to Myrtle Beach on a summer seasonal basis, only, from Charlotte, North Carolina. It is anticipated that Southern Airways will soon operate East-West service from Myrtle Beach to Columbia.

There are fifty-eight airports being used in South Carolina. A number of these operate charter and taxi service and are conveniently located throughout the State for connections with the various cities served by the airlines. All of these fifty-eight airports are listed on the U. S. Coast and Geodetic Survey aerial charts and provide good landing areas for all types of private and commercial aircraft. A large number provide aircraft facilities such as fuel, maintenance and storage.

See map which follows.

AIRPORTS & AIRLINE SERVICE



**SOUTH CAROLINA
STATE
DEVELOPMENT BOARD**

January, 1959

SCALE IN MILES

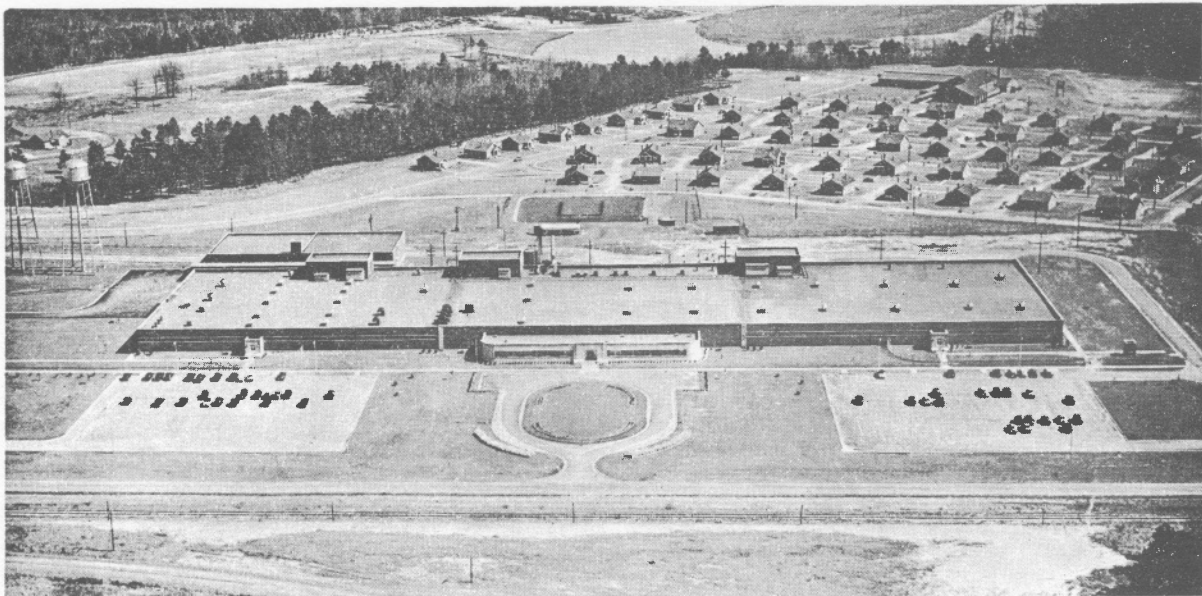


MACHINE AND METAL WORKING SHOPS IN SOUTH CAROLINA

Due to the large concentration of the textile industry in South Carolina and neighboring states there are many excellent machine and metal working shops in the State. Many of these shops are equipped to do work on a contract basis in fields in which they specialize. The following plants have indicated that they are prepared to perform the services designated.

| <u>Name of Plant</u> | <u>Location</u> | <u>Service</u> | <u>Em- ployees</u> |
|--------------------------------------|-----------------|--|------------------------|
| Andrews Bearing Co. | Spartanburg | Ball thrust bearings; tool & die work; grinding; heat treating; screw machine products; metal stamping | 25-100 |
| Bahan Textile Machinery Co. | Greenville | Foundry & Machine shops; Foundry Division- mechanized gray iron foundry (limit 150# castings); brass foundry; pattern shop (master and match plate work); Machine Shop - some die work; small stamping; gear cutting (up to 5 ft. diameter); automatic screw machines (to 3-3/4); turret lathes; milling machines; drill presses; internal, external and centerless grinding; machine assembly; tool work. | 100-300 |
| Bommer Spring Hinge Co. Landrum Inc. | | Metal stampings; plating; automatic screw machine work; machining | 100-300 |
| Carolina Foundry & Machine Works | Spartanburg | Grey iron castings; manufacturing and machining | 25-100 |
| Carolina Plating & Stamping Co. | Greenville | Electro-plating (all types); grinding; sandblasting; polishing; tumbling; burnishing; painting; some assembly | 1-25 |

| <u>Name of Plant</u> | <u>Location</u> | <u>Service</u> | <u>Employees</u> |
|---------------------------|-----------------|--|------------------|
| Eagle Iron Works | Greenville | Foundry; machine shop | 25-100 |
| Gibbes Machinery Co. | Columbia | Machinery repair; grey iron foundry | 1-25 |
| Hunt Loom & Machine Works | Greenville | Specialized machinery; heavy castings; cast iron parts; aluminum castings; tool and die work; welding; general machine shop | 100-300 |
| Steel Heddle Mfg. Co. | Greenville | High production foundry; metal stamping (1 ton-100 tons); tool and die work; commercial heat treating; plating & metal finishing - all types; general machine shop; automatic screw machine products | 300-500 |
| Sumter Machinery Co. | Sumter | General machine shop - boring mills, planers, lathes, etc.; contract work on machinery; fabricating; grey iron and brass foundry; electric motor rewinding & repair | 25-100 |
| The Textile Shops | Spartanburg | Metal stamping (50-75 tons); sheet metal work - stainless steel & aluminum (limit $\frac{1}{4}$ " mild steel, $\frac{3}{16}$ " stainless steel); machining operations | 25-100 |
| Metal Plating Company | Columbia | Metal plating (chrome, nickel, copper, tin, cadmium, zinc, silver, brass, gold). | 1-25 |



RECREATION

Opportunities for recreation abound in South Carolina, where an abundance of woods, lakes, and streams is accompanied by a climate that permits year-round activities in most recreational pursuits.

Among the popular spectator sports, great variety is offered. Many of the larger cities sponsor minor league baseball teams under major league sponsorship. Basketball is universally popular. The colleges have furnished some of the finest football teams in the South, and the football highlight of the year is the Carolina-Clemson game at Columbia during State Fair Week. The fair itself draws hundreds of thousands, and nearly every county seat has its own fair.

Sailing and motor-boat regattas are growing in popularity, especially near Greenville, Columbia, Beaufort, Charleston and Georgetown. Auto-racing fans swarm to Darlington several times a year to the Raceway, second largest in the nation. Music and drama lovers find special interest in festivals and little theatre productions throughout the state. All year there are festivals to celebrate abundance and beauty, such as those for tobacco, cotton, peach, and the azaleas and the iris.

Horse-lovers find South Carolina a center for their enthusiasm. Columbia stables have trained several Kentucky Derby winners. At Camden the famous Carolina Cup and the Springdale Races attract many thousands. Aiken is a polo, training, and racing center. Hundreds of the nation's finest thoroughbreds are trained in this famous "horse belt."

21 State Parks

An outstanding recreational feature is found in the 21 highly-developed state parks which are within a few minutes driving of every community in South Carolina. Each has its lake or stream for swimming, boating, fishing, hiking, or just picnicking. Over 3,500,000 people visit them annually.

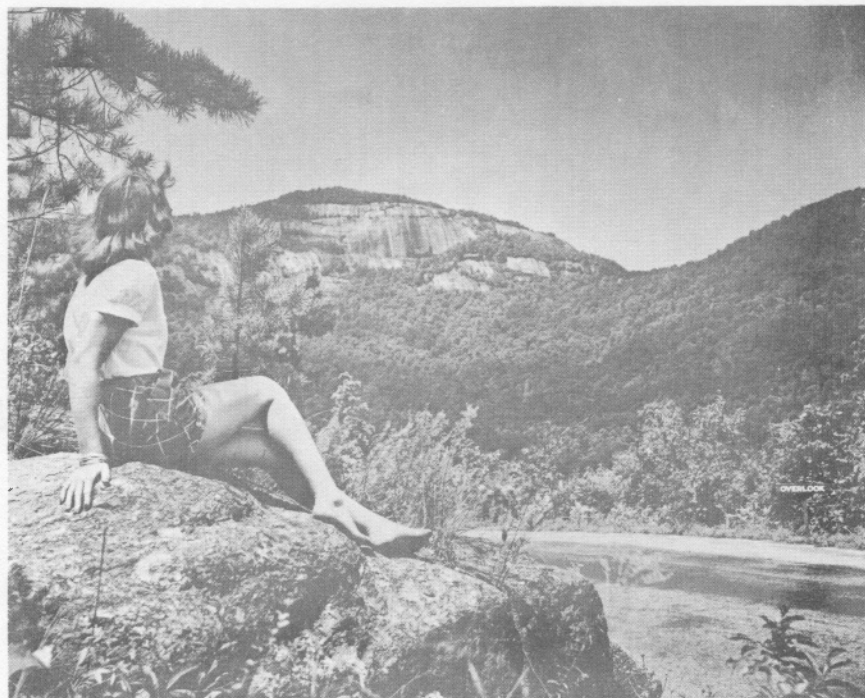
The South Carolina ocean beaches are unexcelled anywhere, offering complete seashore vacations, with swimming, sun-bathing, sailing, surf-fishing and deep-sea fishing. The most distant population centers are only a few hours from the ocean.

At the other tip of the state there is a 500 square-mile Blue Ridge mountain area, with limitless possibilities for those who love the brisk mountain air, nature study, and the enthralling mountain vistas.

The state is dotted with well-kept golf courses and tennis courts. Both sports are very popular, and many annual tournaments invite keen competition.

Two vast national forests - Francis Marion and Sumter - offer hunting and fishing free for the taking. One of the two is coastal, the other mountainous.

Both hunting and fishing are universally popular, the former offering quail, doves, duck, deer, rabbit, squirrel, raccoon, opossum, and fox, and the latter literally scores of varieties of fish. Both fresh-water and salt-water fishermen will find good opportunities the year round, since in addition to the Atlantic ocean the state has five of the largest man-made lakes in America.



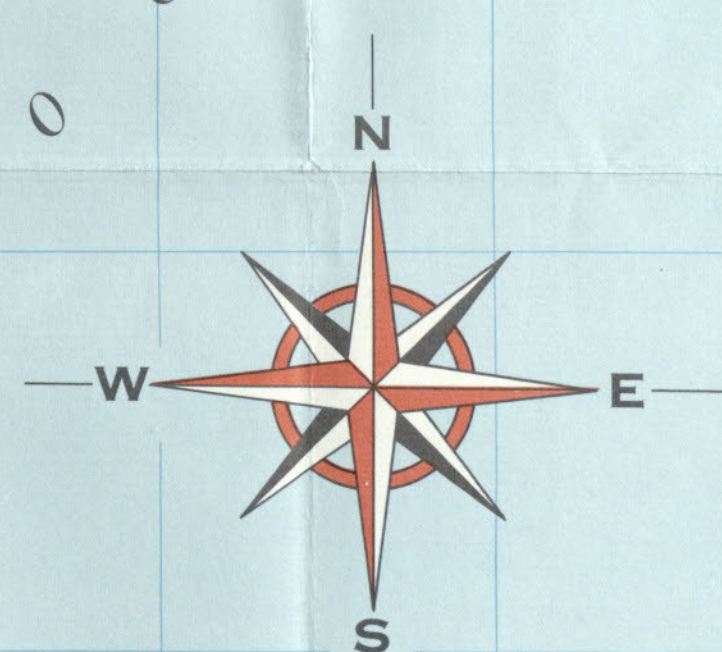
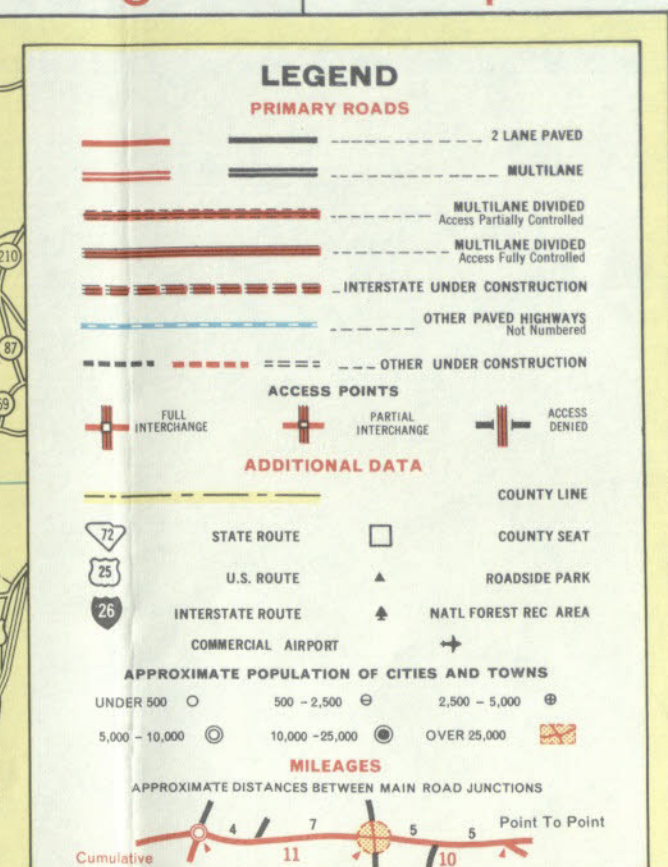
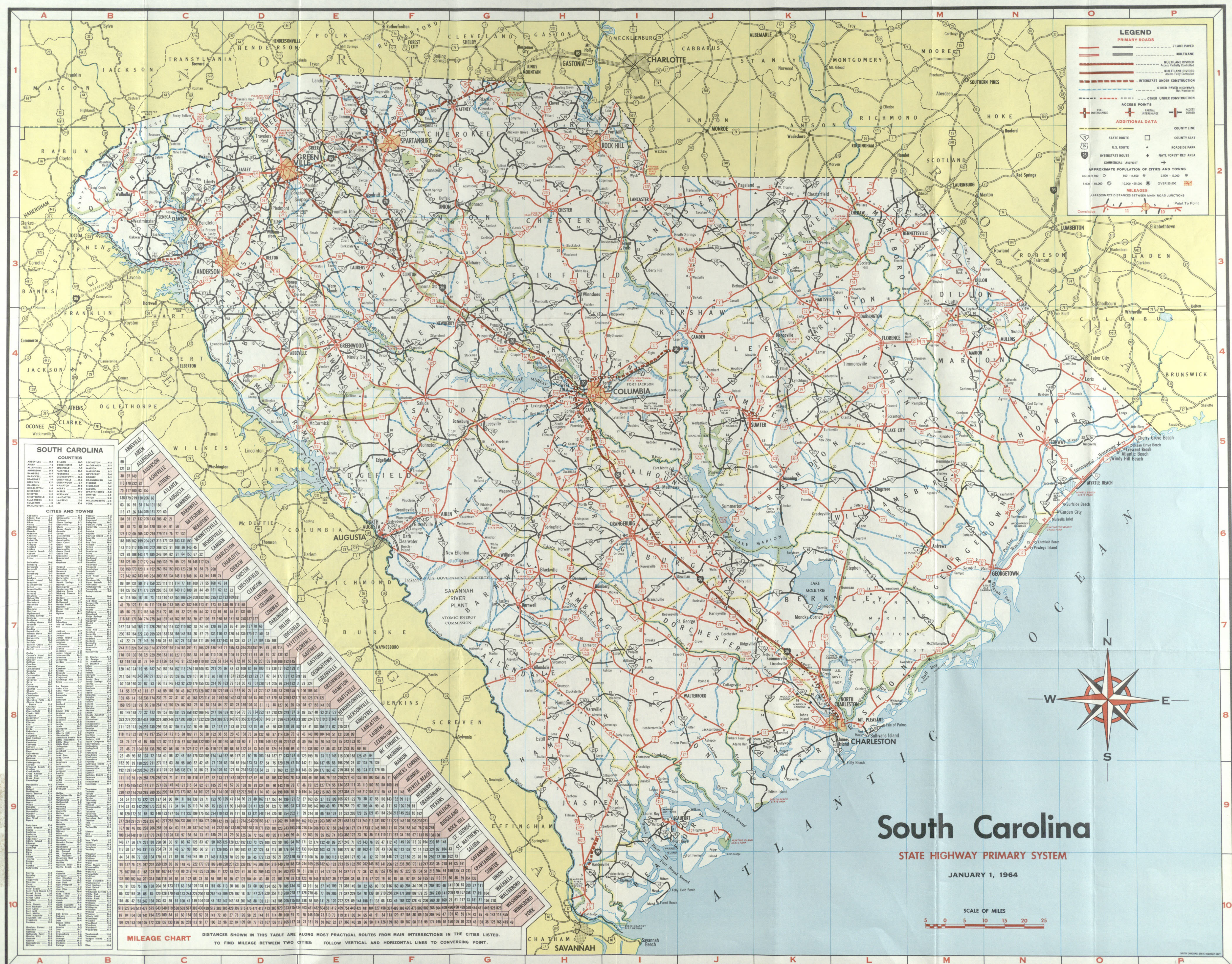
An aerial photograph of a highway interchange. A large bridge with a brick railing spans a body of water. The interchange has several lanes and a grassy area. The surrounding landscape is lush with green trees and some pink blossoms. The text "South Carolina" is written in a large, red, cursive font across the top of the image.

*South
Carolina*

*South
Carolina*

**State Highway
Primary System 1964**

**State Highway
Primary System 1964**



South Carolina

JANUARY 1, 1964

MILEAGE CHART DISTANCES SHOWN IN THIS TABLE ARE ALONG MOST PRACTICAL ROUTES FROM MAIN INTERSECTIONS IN THE CITIES LISTED.
TO FIND MILEAGE BETWEEN TWO CITIES: FOLLOW VERTICAL AND HORIZONTAL LINES TO CONVERGING POINT.

Beautiful South Carolina... Land of Recreation and Progress



A true Southern welcome awaits all out-of-state visitors to South Carolina's diversified scenery and mild climate.



Many purebred cattle herds are to be found in the state's prosperous farming regions now served by paved highways.



Most farms in South Carolina are highly mechanized, using such modern equipment as this trio of cotton picker units.



South Carolina ranks highest nationally in the production of fresh peaches for markets throughout the United States.



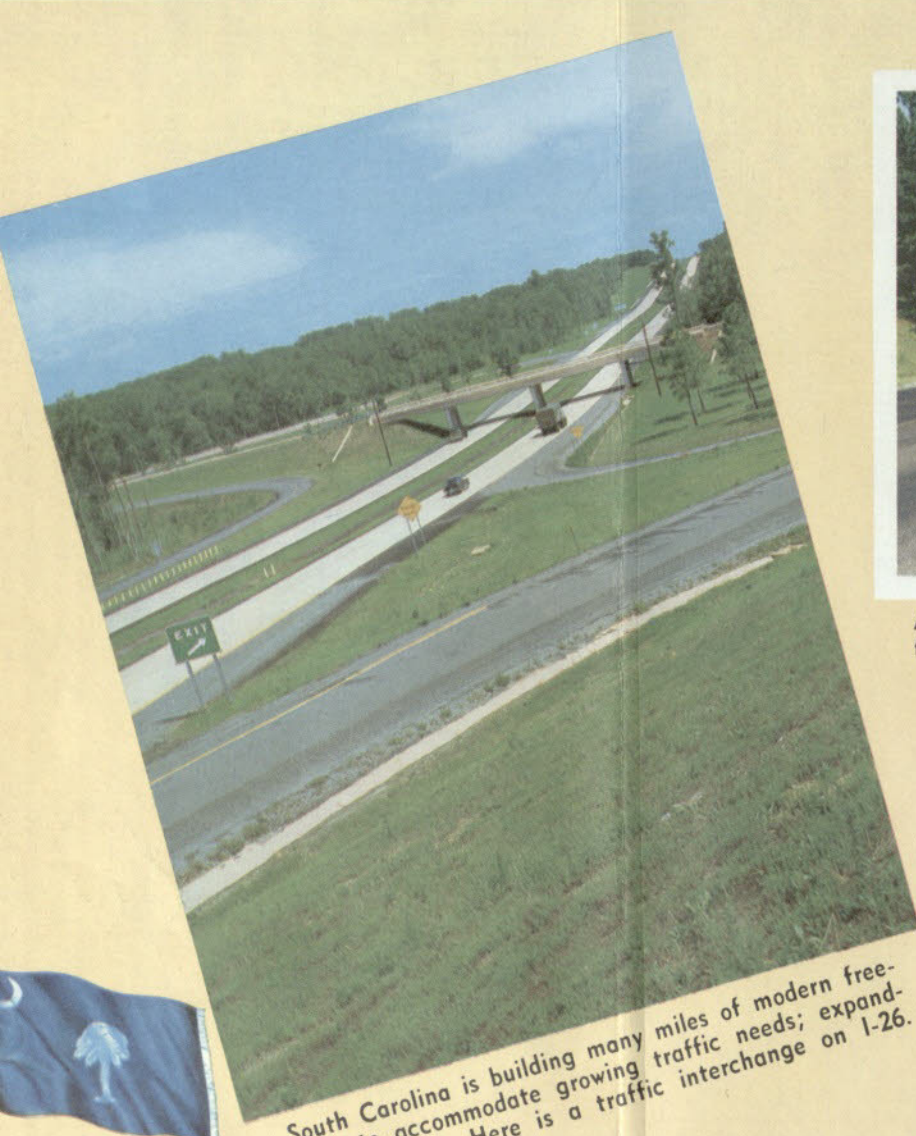
Columbia's Museum of Art, including a science museum with planetarium, houses the state's largest collection of art.



A monument to Charlesfort, located at Parris Island, pays tribute to first French attempt to establish a colony in South Carolina. Nearby on Parris Island is Marine Corps Training Station, one of country's largest.



Palmetto
The State Tree



South Carolina is building many miles of modern free-ways to accommodate growing traffic needs; expanding industry. Here is a traffic interchange on I-26.

Myrtle Beach Sun Fun Festival features parade, pretty girls and beauty pageant every year.



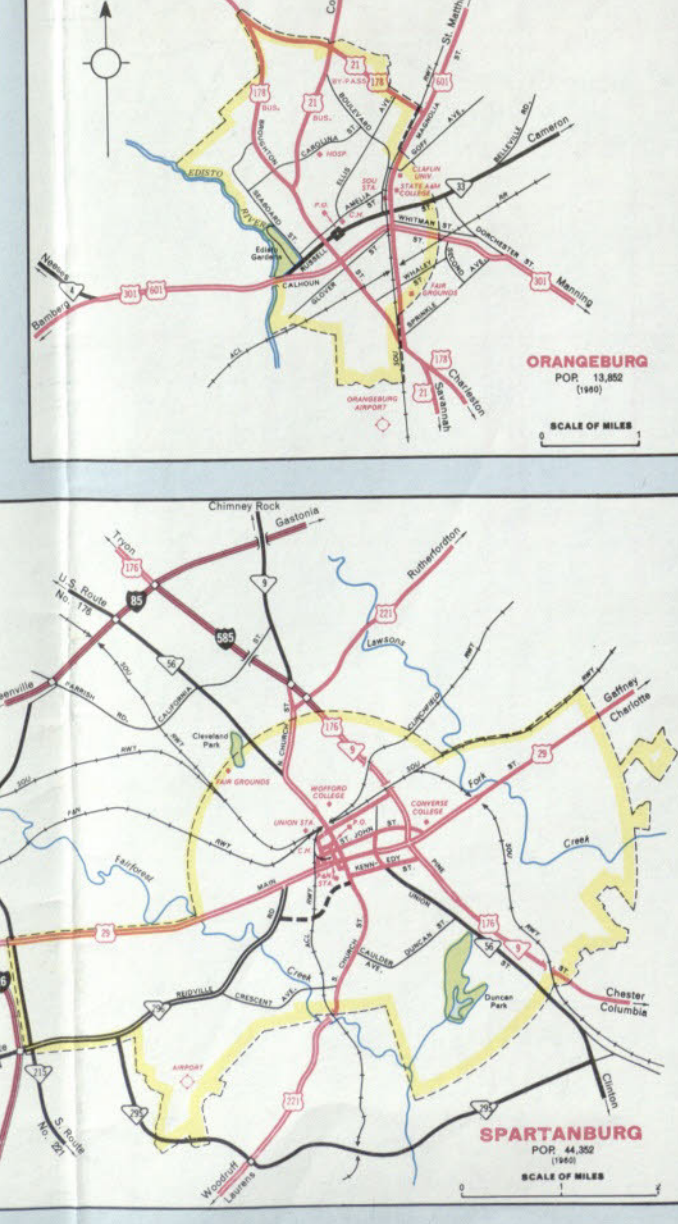
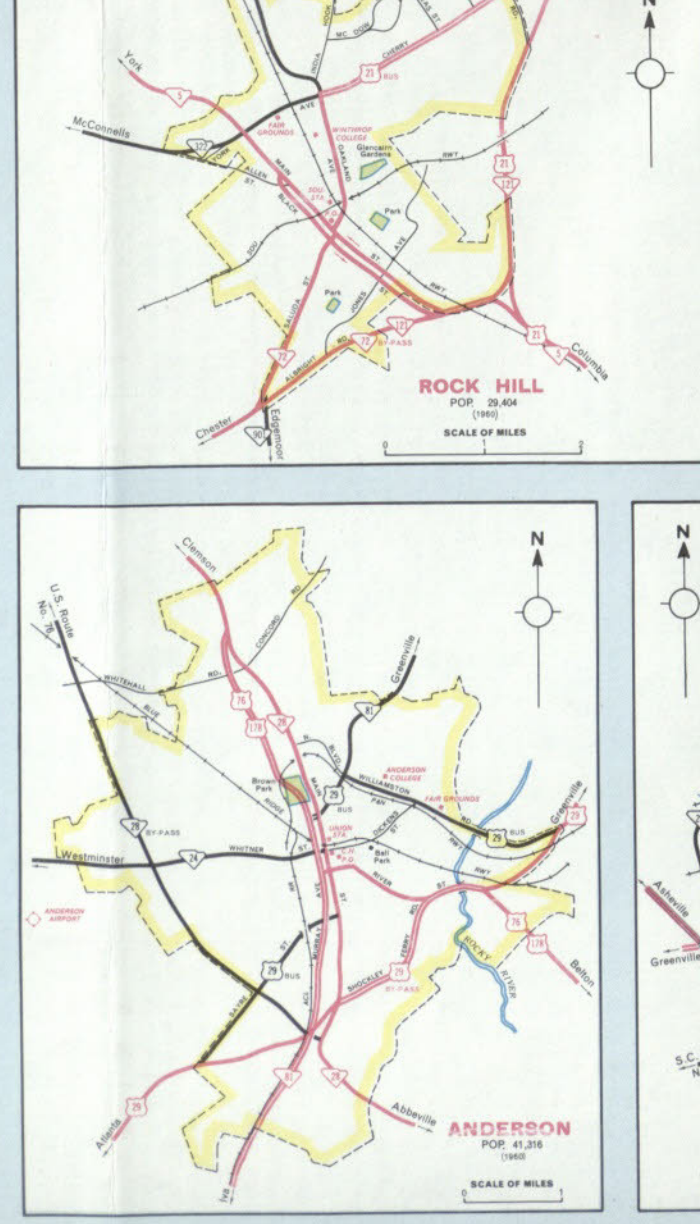
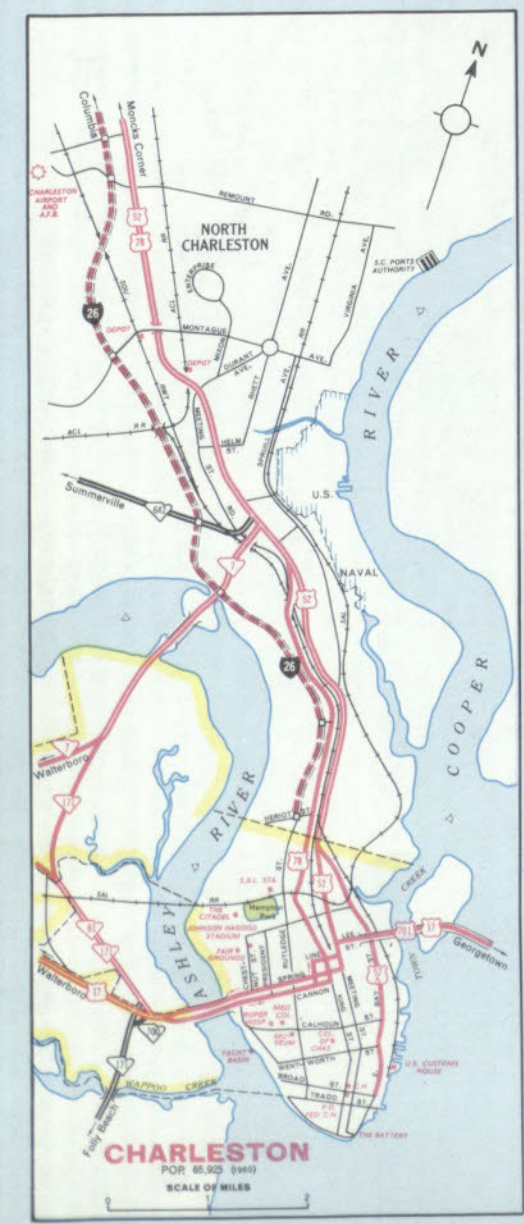
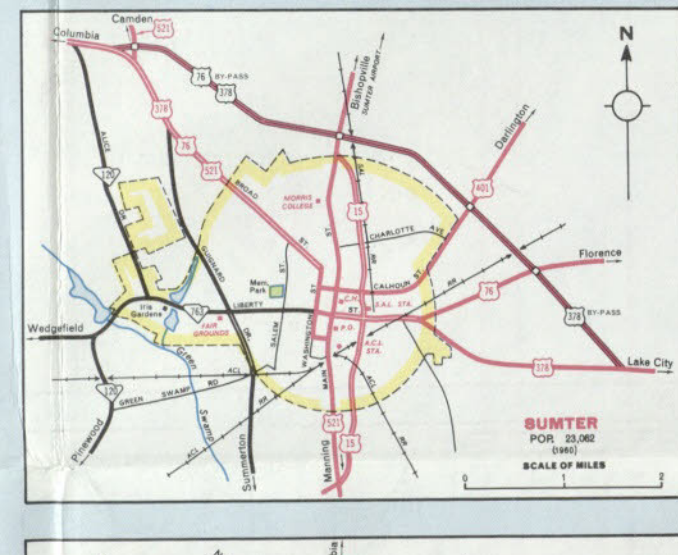
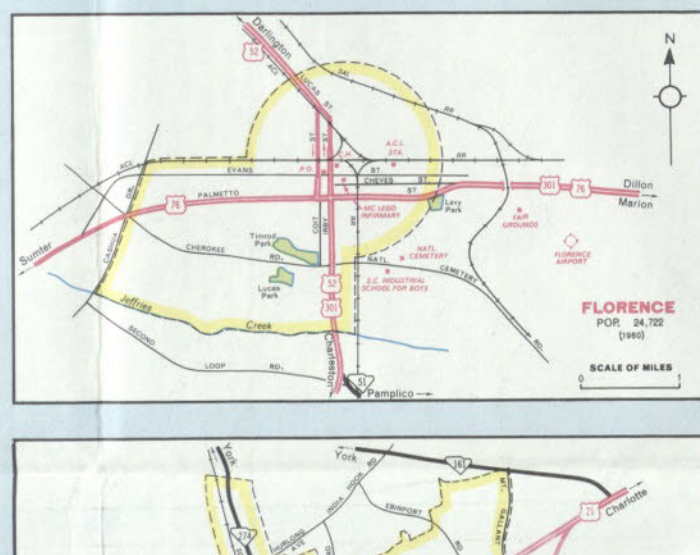
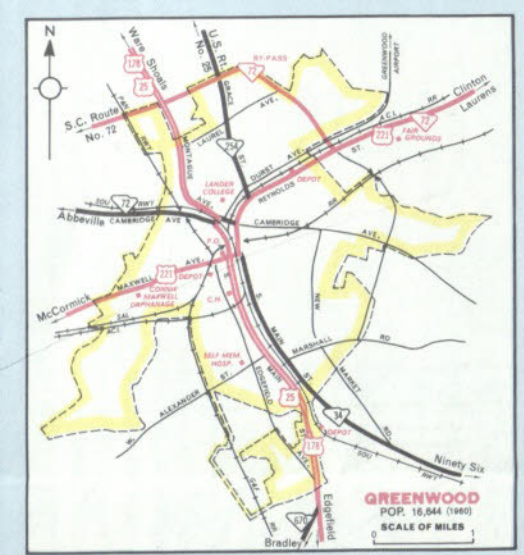
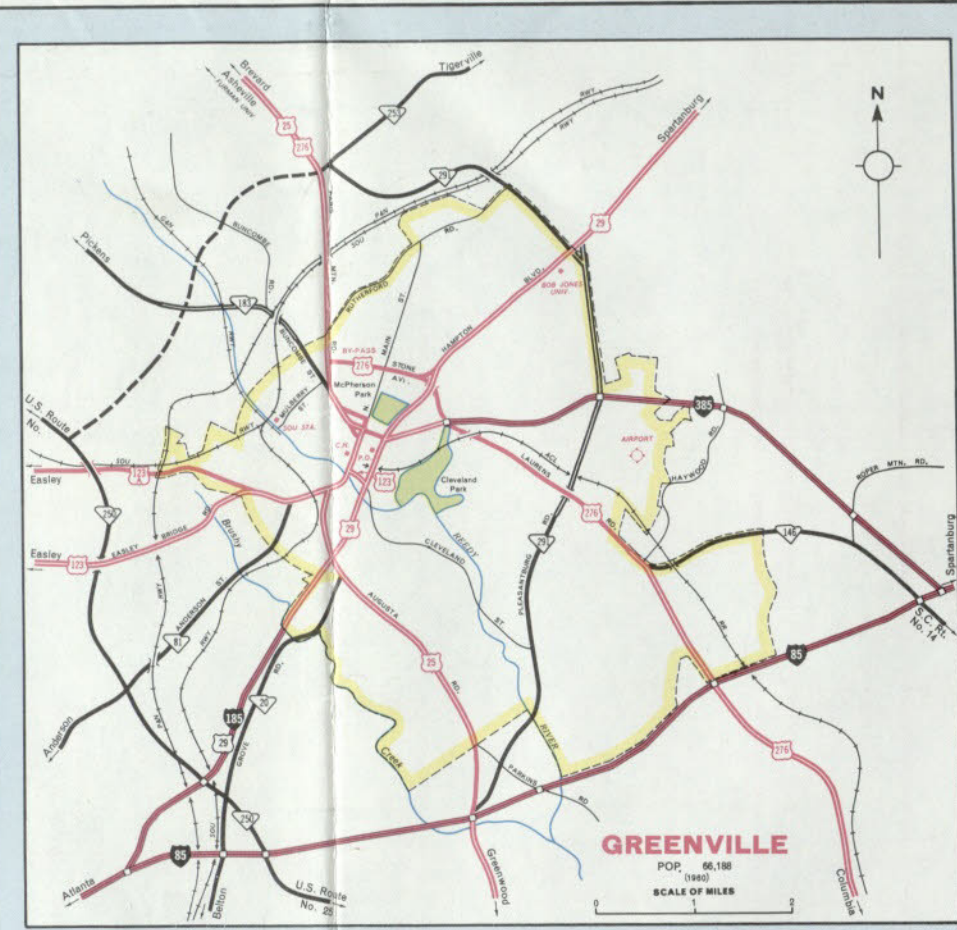
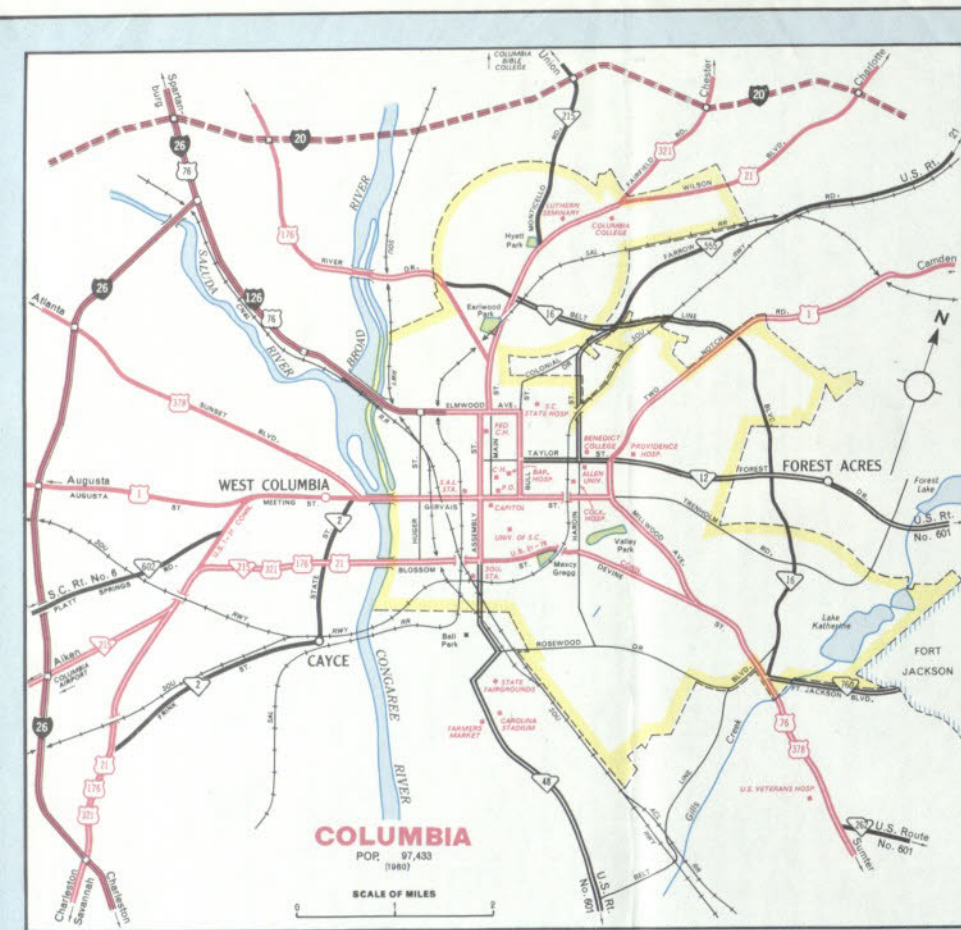
Annual Peach Festivals at Greer and Gilbert include colorful parades, contests.



Pee Dee area towns pay tribute to tobacco-growing industry in gala festivals at harvest time.



Watermelon festivals featuring pretty girls and parade floats, conducted in Pageland, Hampton.



TRAFFIC ARTERIES IN THE TEN PRINCIPAL CITIES OF SOUTH CAROLINA



Excellent fishing and picnicking facilities are available at many locations in Clarks Hill section of state. U. S. Route 221 crosses picturesque dam.



Edisto Gardens at Orangeburg include test gardens of American Rose Society and also thousands of azaleas, camellias and other flowers.

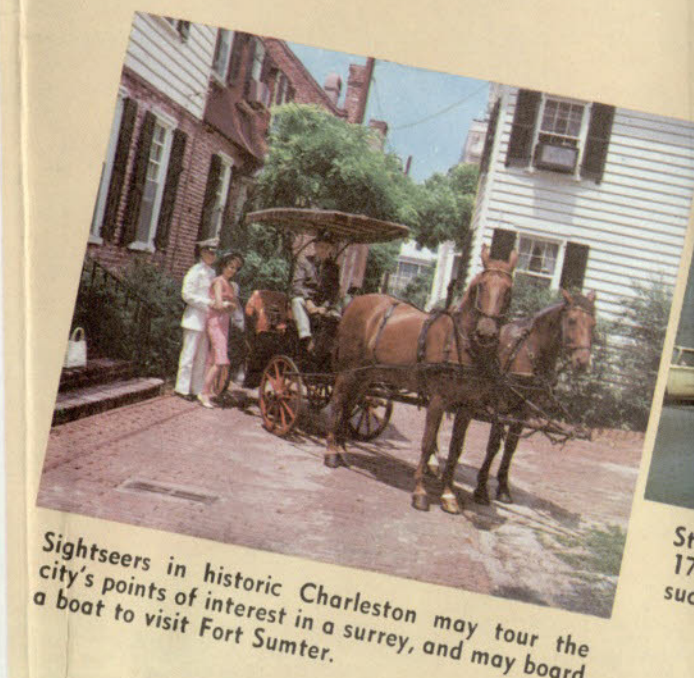


PLACES AND THINGS OF INTEREST TO TOURISTS

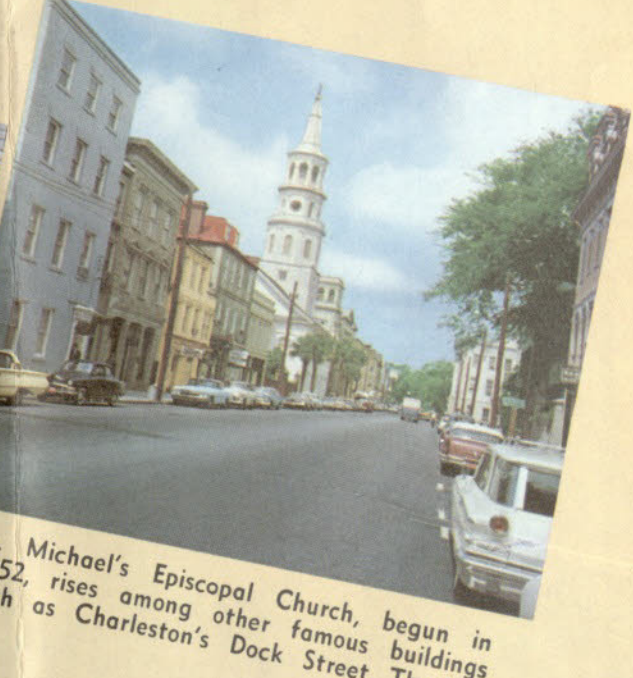
| HISTORIC PLACES AND BUILDINGS | | Route Number | Location on Map |
|--|----------|-------------------|-----------------|
| Columbia: State House, Governor's House, Wilson Boyhood Home | U.S. 1 | 4-H | |
| Charleston: Dock Street Theater, Historic Churches and Houses, Fort Sumter | U.S. 17 | 8-L | |
| Beaufort: Fort Mifflin, Beaufort Arsenal, Antebellum House | U.S. 21 | 9-1 | |
| Georgetown: Church of Prince George, Antebellum House | U.S. 17 | 6-N | |
| Columbia: Old Quaker Cemetery, Edgely Oakley Hall | U.S. 25 | 5-F | |
| Kings Mountain: Battlefield | U.S. 29 | 1-G | |
| Clemson: John C. Calhoun Home | U.S. 123 | 2-C | |
| Laurens: Andrew Jackson Birthplace | U.S. 12 | 2-1 | |
| McCollumville: Hampton Plantation | U.S. 17 | 7-M | |
| Union: Gist Mansion | U.S. 176 | 3-G | |
| Westminster: Prather's Covered Bridge | U.S. 123 | 3-B | |
| FAMOUS GARDENS | | Route Number | Location on Map |
| Brookgreen (Near Georgetown) | U.S. 17 | 6-N | |
| Anglinville, Middleton (Charleston) | U.S. 17 | 8-K | |
| Cypress Swamp (Clemson) | U.S. 22 | 7-L | |
| Edisto (Orangeburg) | U.S. 201 | 4-1 | |
| Belle Isle (Georgetown) | U.S. 17 | 7-M | |
| Swan Lake (Sumter) | U.S. 278 | 3-J | |
| Glennville (Rock Hill) | U.S. 21 | 2-H | |
| BEACHES AND RESORT AREAS | | Route Number | Location on Map |
| Myrtle Beach and Grand Strand | U.S. 17 | 5-O | |
| Pawleys Island | U.S. 17 | 6-N | |
| Litchfield | U.S. 17 | 6-N | |
| Garden City, Surfside | U.S. 17 | 6-O | |
| Isle of Palms | U.S. 17 | 6-L | |
| Charleston Ferry | U.S. 17 | 8-L | |
| Edisto | U.S. 17 | 9-K | |
| Hunting Island | U.S. 17 | 10-1 | |
| Wilton Head Island | U.S. 1 | 4-J | |
| Aluke | U.S. 1 | 8-F | |
| Summerville | U.S. 17A | 7-K | |
| INLAND LAKES AND FISHING RESORTS | | Route Number | Location on Map |
| Hartwell Reservoir (Anderson) | U.S. 29 | 3-C | |
| Lake Murray (Columbia) | U.S. 29 | 3-C | |
| Lake Marion (Summerville) | U.S. 201 | 4-K | |
| Lake Mead (Hickory Corner) | U.S. 17 | 2-N | |
| Lake Greenwood (Greenwood) | U.S. 221 | 4-F | |
| Clark Hill Reservoir (McCormick) | U.S. 231 | 3-L | |
| Wallace Lake (Bennettsville) | U.S. 1 | 3-L | |
| Watkins Lake (Camden) | U.S. 17 | 2-P | |
| Little River | U.S. 17 | 2-P | |
| Murrells Inlet | U.S. 17 | 2-N | |
| Lake Robinson | U.S. 17 | 3-K | |
| MUSEUMS | | Route Number | Location on Map |
| S. C. Culture and Natural History | U.S. 17 | 8-L | |
| Charleston: Children's Museum | U.S. 21 | 2-H | |
| Rock Hill: Museum of Art (Columbia) | U.S. 1 | 4-H | |
| MOUNTAIN SCENES | | Route Number | Location on Map |
| Casser's Head | U.S. 276 | 1-D | |
| Table Rock | U.S. 276 | 1-C | |
| Stump House Tunnel and Tugue Falls | S.C. 107 | 2-B | |
| STATE PARKS | | Map Location | Map Location |
| Name | Location | Name | Location |
| Aluke | 4-G | Little Pee Dee | 4-N |
| Andersonville | 3-C | Myrtle Beach | 5-O |
| Andrew Jackson | 2-1 | Orangeburg | 3-B |
| Barwell | 6-M | Old Charleston | 8-K |
| Cherokee | 3-L | Parris Mountain | 2-D |
| Croft | 2-F | Pleasant Bridge | 1-D |
| Guheen Ferry | 6-F | River Bridge | 2-H |
| Greenwood | 6-J | Rose Hill | 3-G |
| Hunting Island | 10-1 | Santee | 6-J |
| Kings Mountain | 1-Q | Sesqui-centennial | 4-1 |
| Lee | 4-K | Table Rock | 1-C |



Beaufort Arsenal, built in 1795 of brick and tabby, is old home of Beaufort Coast Artillery. An outstanding collection of outdoor statuary is on display in Brookgreen Gardens, pictured at right.



Sightseers in historic Charleston may tour the city's points of interest in a surrey, and may board a boat to visit Fort Sumter.



St. Michael's Episcopal Church, begun in 1752, rises among other famous buildings such as Charleston's Dock Street Theater.

South Carolina STATE HIGHWAY COMMISSION

W. Herbert Smith, Chairman Clover
Dr. W. E. Barnes, Vice Chairman Columbia
Dennis C. Bishop Moncks Corner
J. Lamar Brantley Ridgeland
Wallace D. Connor Kingstree
George H. Davis Greenwood
H. Earle DeWitt Blackville
John T. Gentry Pickens
Dr. D. C. Geige Pageland
C. G. Matthews Saluda
J. Z. McKown Gaffney
E. LeRoy Nettles Lake City
Arthur H. Parsons Andrews
T. W. Salisbury, Jr. Summerville
Dr. S. P. Wells Seneca

DEPARTMENT OFFICIALS
S. N. Pearman Columbia
Chief Highway Commissioner
T. J. Hendrix Columbia
State Highway Engineer
J. K. Crowson Columbia
Secretary-Treasurer

SOUTH CAROLINA TRAFFIC LAWS

The speed limit on freeways is 65 miles per hour, or as posted. Some other four-lane divided highways in open country have 60 m.p.h. limits. The limits on other highways are 55 m.p.h. in rural areas, 35 m.p.h. in residential sections, and 25 m.p.h. in business districts, unless posted otherwise. All limits are prima facie.

South Carolina's traffic laws conform closely to the Uniform Act Regulating Traffic on Highways, in effect in the majority of the states.

Follow these safe driving rules:

- Make sure your automobile or truck is in safe mechanical condition.
- Drive at a safe speed at all times, neither too fast nor too slow for conditions existing.
- When driving at night, slow down. Dim your lights when approaching or following other vehicles.
- Never cross a barrier line, or pass another vehicle at an intersection or any place where sight distance is restricted.
- Don't follow other vehicles too closely.
- Watch for pedestrians. Slow down when you see a school bus; never pass one that is stopped.
- South Carolina exchanges violation and accident information with other states where out-of-state drivers are involved.
- The Highway Patrol, a branch of the State Highway Department, is on the highways to enforce the traffic laws and to aid motorists in distress. Call it when needed.

IT IS UNLAWFUL TO LITTER HIGHWAYS OR PROPERTY OF OTHERS

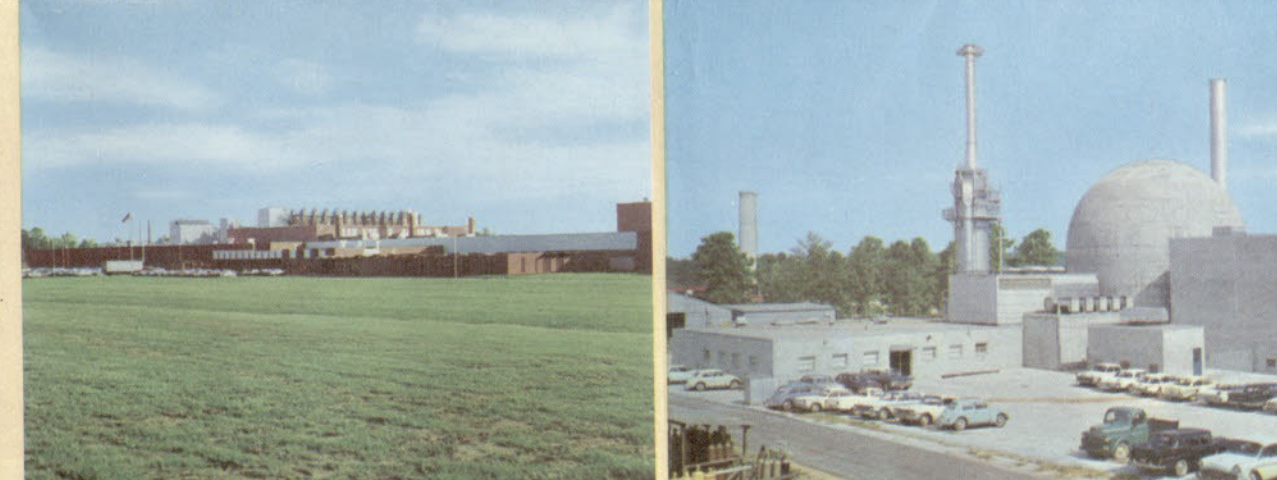
COVER

Rock Hill's Glencair Gardens, open free to the public, a masterpiece of landscaping. At peak in April when azaleas are in bloom.



State Highway Primary System 1964

State Highway Primary System 1964



South Carolina boasts a wide variety of modern industries, manufacturing an array of products.

A nuclear-powered electric generating station, located at Parr, is first of its kind in state.



Myrtle Beach, the state's most popular beach resort, features extensive guest accommodations and facilities for golfing, fishing and other sports. Deep sea fishing trips may be arranged at local piers.

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